

Intimations.



helps the Cook to cook as she should cook. There is more beef concentrated in a pound of OXO than in a pound of any other food in the world.



is the genuine
LIEBIG COMPANY'S EXTRACT.

AGENTS:

WATKINS,
LIMITED,
APOTHECARIES HALL.

ERATED WATER FACTORY,
Masons Lane.

Hongkong, 7th January, 1902. [714c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Beaconsfield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers. [10]

Masonic.

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCATION of the
above CHAPTER will be held in the
FREMANS' HALL, Zetland Street, on
MONDAY, the 3rd February, at 8 for 8.30 p.m.
Members are requested to notice the earlier
hour of Meeting. [97d]

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above
LODGE will be held at the FREE-
MANS' HALL, Zetland Street, on SATURDAY,
the 7th February, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 27th January, 1902. [12d]

THE RACES.

HANDSOME BLACK IMITATION
CARACUL AND SEAL COATS
VERY LATEST STYLES,
CLOTH CAPES AND JACKETS
IN GREAT VARIETY,
MOST FASHIONABLE SHAPES.
NEW DRESS GOODS FOR THE PRESENT
SEASON.

MILLINERY

will arrive by s.s. "Sanuki Maru" about 30th
January, Silks per s.s. "Bombay," 28th instant,

WM. POWELL, Ltd.

Hongkong, 28th January, 1902. [055c]

BANJOS

STEWART AND BAUER'S

"20th Century" and "Thoroughbred"
also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore. [055c]

To-day's
Advertisements.

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE is hereby given that the THIR-
TEENTH ORDINARY MEETING of
SHAREHOLDERS in this Company will be
held at the COMPANY'S OFFICES, Victoria
Buildings, on WEDNESDAY, the 12th Feb.,
1902, at twelve o'clock NOON, for the purpose
of receiving the Report of the Directors, to-
gether with Statement of Accounts for the year
ending December 31st, 1901.

The Register of Shares of the Company will be
CLOSED from MONDAY, the 3rd Feb.,
to MONDAY, the 11th Feb., (both Days
inclusive), during which period no transfer of
Shares can be registered.

By Order of the Board of Directors,
NOWBURY S. NORTHGOTE,
Acting Secretary to the Hongkong Land
Investment and Agents Co., Limited.
Agents for the Kowloon Land and Build-
ing Co., Limited.
Hongkong, 28th January, 1902. [116d]

ART EXHIBITION.

THE will be an EXHIBITION of PIC-
TURES OF CHINA and JAPAN, at the
CITY HALL, on THURSDAY, and FRIDAY,
the 30th and 31st instants, 10 A.M. to 5 P.M.
Hongkong, 28th January, 1902. [119d]

LOST.

LOST on the Evening of the 23rd instant,
going to or from H.M.S. "TERRIBLE"
a BRACELET, GOLD and JADE BEADS;
Reward, if returned to

J. HASTINGS,
10, Queen Road,
Hongkong, 28th January, 1902. [120d]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

"THALES,"
Captain Robson, will be despatched for the
above Ports, THURSDAY, the 30th instant,
at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers. [122d]

Hongkong, 28th January, 1902.



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, RANGOON,
COLOMBO, ADEN, SUEZ, PORT SAID,
FUME and TRIESTE.
(Taking Cargo at through rates to the BRAZILS,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LEVANT, VENICE and ADRIATIC PORTS).
THE Company's Steamship

"CHINA,"
Captain Mosen, will be despatched as above
on TUESDAY, the 18th February, P.M.
This steamer has special accommodation for
passengers. Electric light. A doctor is carried.
For information as to Passage and Freight,
apply to

SANDER, WIELER & Co.,
Agents.
Hongkong, 28th January, 1902. [133d]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "CLAVERING,"
FROM YAGAMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to send
in their Bills of Lading for countersignature
and to take immediate delivery of their Goods
from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
DODWELL & Co., LIMITED,
Agents.
Hongkong, 28th January, 1902. [13]

To-day's
Advertisements.

HONGKONG BENEVOLENT SOCIETY.

A GENERAL MEETING of the above
Society will be held TO-MORROW,
the 29th January, at 11.30 A.M., in the CITY
HALL.

The Public are invited to attend.
B. S. POATE,
Hon. Secretary.
Hongkong, 28th January, 1902. [170d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDIN-
ARY HALF YEARLY MEETING of the
SHAREHOLDERS in this Corporation will be
held at the CITY HALL, Hongkong, on
SATURDAY, the 15th day of February, at
NOON, for the purpose of receiving the Report
of the Court of Directors together with a State-
ment of Accounts to 31st December, 1901.
By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th January, 1902. [117d]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGIS-
TERS of SHARES of the Corporation will be
CLOSED from SATURDAY, the 1st
to the 15th day of February, (both Days in-
clusive) during which period no Transfer of
Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.
Hongkong, 28th January, 1902. [118d]

WO SHING.

PRINTER, BOOKBINDER
AND
RUBBER STAMP
MANUFACTURER.

Moderate Prices.

No. 29, POTTINGER STREET.
Hongkong, 28th January, 1902. [121d]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI,"
Captain Hill, will be despatched as above
on WEDNESDAY, the 5th February, at 5 P.M.
For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 28th January, 1902. [122d]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENHARRY,"
Captain J. S. Stevenson, R.N.R., will be de-
spatched as above on SATURDAY, the 15th
February.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 28th January, 1902. [114d]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods will be delivered from alongside.
Cargo impeding the discharge or remaining
on board after Noon, the 30th instant, will be
landed at Consignees' risk and expense into
Godowns at East Point.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th January, 1902. [113d]

Entertainments.

THEATRE ROYAL,
CITY HALL.

A GRAND CONCERT

consisting of
SONGS, DANCES, &c.
will be given by the
SNOWDROP MINSTREL AND
VARIETY TROUPE

H.M.S. "GOLIATH"

SATURDAY, the 1st February, 1902.
By kind permission of Capt. L. WINTZ and
Officers.
The "GOLIATH'S" ORCHESTRA will
be in attendance.
Conductor: A. ASHLEY.

The Concert will conclude with the Sidesplit-
ting Sketch entitled
"THE RIVAL LOVERS."

Prices of Admission—\$2, \$1 and 50 cents.

Plan at THE ROBINSON PIANO CO.
Doors open 8.30. Commence 9 sharp.
H. S. JUDGE,
Manager.
Hongkong, 27th January, 1902. [113d]

PROMENADE CONCERTS.

MONDAY and TUESDAY,
3rd and 4th February,
CITY HALL,
9 P.M.

ORCHESTRA 125.

Band 22nd Bombay Infantry.
Bagpipes R. K. and S. Battalion.
(Ladies and Gentlemen of Hongkong will
kindly assist).

Booking at ROBINSON PIANO CO.

Dress Circle \$2
Promenade \$1
Conductor: J. H. MOIR,
B.M., R.W.F.
Hongkong, 27th January, 1902. [163d]

Intimation.



ESTABLISHED A.D. 1841.

SPECIALITIES FOR THE SEASON.

PORT & SHERRY,
OF THE FINEST QUALITY AND
VINTAGE.

CHAMPAGNE,
JULES MUMM & Co., a Wine for
Connoisseurs.

WATSON'S
SCOTCH
WHISKY.

COGNAC BRANDY,
QUALITY GUARANTEED.

CLARETS,
IMPORTED FROM THE BEST
GROWERS, AND INCLUDING
WINES FROM THE MOST CELE-
BRATED CHATEAUX.

CONFECTIONERY,
OF THE HIGHEST CLASS IN
GREAT VARIETY. IMPORTED
FROM THE LEADING LONDON
AND PARISIAN HOUSES

CIGARS AND CIGARETTES,
AND SMOKERS' REQUISITES,
&c., &c., &c.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 28, 1902.

REUTER'S TELEGRAMS.

THE PRINCE OF WALES IN GERMANY.

LONDON, January 25th.

The Prince of Wales has arrived at Berlin.
He was received with the greatest distinction.

THE SOUTH AFRICAN WAR.

Lord Kitchener has authorized the Boer
General Viljoen to form a corps of 1,500
burghers for the purpose of terminating the
war. General Viljoen has written to ex-
President Steyn warning him that civil war
is about to begin owing to his obstinacy.

THE SOUTH AFRICAN WAR.

CAPTURE OF GENERAL VILJOEN.

January 26th.

General Ben Viljoen has been captured in
the neighbourhood of Lydenburg, Transvaal.
In connection with this, Lord Kitchener
telegraphs that it will doubtless have a con-
siderable effect on the Boers to the north of
the line.

LOCAL AND GENERAL.

EXCHANGE remains steady at 1s. 10d.

THE BUYING RATE for sovereigns is still
\$10.82.

BAR SILVER has fallen one-eighth and now
stands at 25.7-16.

THE STEAMSHIP INDRAPURA lying in
Tongshan harbour with her propellers
damaged.

A REWARD is offered for the return of a jade
and gold bracelet, lost on the 23rd instant in
going to or from H.M.S. "TERRIBLE."

PING PONG.—We learn that the first Hong-
kong Ping Pong Club has been inaugurated.
We do not know as yet whether or no the
H. K. P. C. is to have the prefix Royal.

A MALE CHINESE about 50 years of age,
was found dead at about 6 o'clock this morning,
on Queen's Road East, opposite No. 147. Up
to the time of going to press, the cause of death
was unknown.

MR. F. KIENE, the local agent of the Equi-
table Life Assurance Society of the United
States, has sent us two very pretty almanacs.
One shows the four seasons and the other is a
Japanese study of cherry blossom, with children
in the foreground.

MESSRS. COTTAM & CO. for FOOT-
BALL BOOTS.

DIPHTHERIA.—The only case of communi-
cable disease reported as occurring in the
Colony during the week ended on Saturday
last was one of diphtheria.

ART EXHIBITION.—We would call the
attention of our readers to the announcement,
appearing elsewhere, of an exhibition of
pictures of China and Japan to be held at the
City Hall on Thursday and Friday next.

BOXING.

FORTHCOMING CONTEST.

All lovers of boxing will be interested to
learn that another sporting entertainment has
been arranged to take place in the City Hall
on Wednesday evening, the 5th February. The
most attractive item on the programme will be
the settling of the long disputed point as to
who is the better man—Sam Bentley or Sailor
Smith. For a long time the men have been
unable to fix a match, but now that it has been
decided they have agreed to box the best of
15 rounds for a stake of \$250, and a purse of
\$500. Bentley recognises that in Smith he has a
pretty hard nut to crack, and is training hard,
no doubt, however, he will be the favourite as he
has so often put up a good fight in Hongkong.
His last opponent was Phillips, who, he got rid
of after a stiff encounter. If fit and well when he
enters the ring he should just about pull off the
event. On the other hand Smith has won good
competitions in Hongkong, having beaten
tough men, including Tom Phillips, whom he
knocked out in six rounds. Both Bentley and
Smith are middle-weight fighters, and if they
make a fair go when in the ring they will
receive every support from us, and though there
is no reason for believing otherwise, should
there be the slightest suspicion of an arrange-
ment having been made regarding the
decision, they may know what to expect at the
hands of this paper.

There will be three other contests for good
stakes the same evening, and all of the fighting
will be strictly on the Marquis of Queens-
bury's rules. Further particulars will appear at
an early date.

ORGAN RECITAL AT ST. JOHN'S CATHEDRAL.

Yesterday afternoon Mr. A. C. Ward gave
another of his enjoyable organ recitals at St.
John's Cathedral, it being one of the musical
events of the season. He was assisted by Mrs.
W. H. Anderson, who contributed two numbers
on the programme. She has never been heard
to better advantage, as the two selections she
gave, were admirably suited to her well trained
voice, although the acoustics of St. John's are
not all that could be desired and are very trying
to a singer. Her first solo was "The Lord is
my light" by Francis Allitsen, the words being
taken from Psalm 27. This is one of Allitsen's
masterpieces, and is of a character not usually
expected from a female composer, being
throughout forceful and full of majesty. It
shows over a range of two full octaves and it
showed to perfection the dramatic power
and great range of Mrs. Anderson's highly
cultivated voice. The legato movement was
a part that appealed especially to the music
lovers in the audience. The second solo
was "Hear ye Israel," being the opening
of the second part of Mendelssohn's
oratorio "Elijah" the words are from Isaiah.
This aria splendidly depicts the various
phases of the text, the plaintive appeals in the
first part bringing out all the expression in the
singer's flexible voice. Oratorio work does not
furnish a more difficult soprano solo, the aria
is sustaining, the voice being held on high
notes for the greater part of the solo, and the
climax reaches B flat. This composition
seemed to bring out the finer points of Mrs.
Anderson's dramatic voice even better than her
first solo: It was entirely devoid of tremolo,
that annoying feature so often noticed in
amateur voices.

The organ solos by Mr. Ward were
rendered in a finished manner. The first
was a Fugue, in 5 parts, by Bach. It
opened with a full organ, the second part
being pianissimo, then gradually working up
to a full organ at the climax in part 5.
While the execution of Mr. Ward was all that
could be desired, the piece itself was some-
what disappointing. If there had not been an-
other number on the programme but Guil-
lant's Allegretto in B minor, the audience
would have been well rewarded for their trip.
As Guilmant, the organist at "La Trinité"
Cathedral, in Paris, is perhaps the greatest
living composer of music for the organ, a great
deal of interest was taken in this piece when
the programme was published. And no one
was disappointed, as it was a delicate composi-
tion, admirably rendered by Mr. Ward. The
opening much resembled a Mazurka move-
ment and was full of French melody. We hope
that Mr. Ward will repeat this exquisite
little morceau at some future recital. Number
four, Toccata by Dubois, was a staccato
movement, and called for great execution.
"Siciliano" by O. S. Marshall was beautifully
rendered, being a quiet Italian love theme,
light and flowery. The entertainment closed
with a brilliant Fantasia by Tours.

The programme was as follows:—

1.—Fugue (in 5 parts), "St. Anne's," J. S. Bach.
2.—Allegretto in B minor, Guilmant.
3.—Song, "The Lord is my Light," Allitsen.

MRS. W. H. ANDERSON.

"The Lord is my light and my salvation,
Whom, then, shall I fear? The Lord is the
strength of my life; of whom, then, shall I be
afraid? Though an host of men were laid
against me, yet shall not my heart be afraid;
and though there were those who rose up against me,
yet will I put my trust in Him."

"For, in the time of trouble, He shall hide me
in His tabernacle; yea, in the secret places of
His dwelling shall He hide me, and set me up
upon a rock of stone."

4.—Toccata, Dubois.
5.—Adagio (from Piano Sonata), Ravel.
6.—Aria, O. S. Marshall.
7.—Fantasia (in the form of an Offertoire), Tours.

MRS. W. H. ANDERSON.

"Hear ye, Israel, hear what the Lord speaketh!
Oh, hast thou heeded my commandments!
Who hath believed our report? to whom is
the arm of the Lord revealed? Thus saith the
Lord, the Redeemer of Israel and His Holy
one to him oppressed by tyrants, thus saith the
Lord—I am He that comforteth! Be not
afraid, for I am thy God! I the Lord will
strengthen thee!"

"Say, who art thou? that thou art afraid a man
that shall die? and forgettest the Lord thy
maker, who hath stretched forth the Heavens,
and laid the Earth's foundations."

7.—Fantasia (in the form of an Offertoire), Tours.

His dwelling shall He hide me, and set me up
upon a rock of stone."

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and laid the Earth's foundations."

7.—Fantasia (in the form of an Offertoire), Tours.

HONGKONG GENERAL CHAMBER OF COMMERCE.

The following correspondence has been sent
to us for publication:—

THE ASHES MONOPOLY.
Hongkong General Chamber of Commerce,
Hongkong, 10th December, 1901.

Sir,—It was with some surprise and no little
regret that the Committee of the Chamber
observed, in the pages of the last issue of the
Government Gazette, the regulations and con-
ditions under which it is proposed to erect a
new monopoly in the Colony for the collection
of ashes in the Harbour, and I am instructed
to forward, for the information of His Ex-
cellency the Governor, copy of a letter ad-
dressed by this Chamber on the 19th May, 1900,
to the Government on this subject. I am to
add that, in view of the fact, that no acknow-
ledgement had been received of this letter, it
was concluded by the Committee that the pro-
ject had been abandoned.

I have the honour to be, Sir,
Your most obedient servant,
R. C. Wilcox,
Secretary.

Hon. Colonial Secretary.
(COPY.)

Hongkong General Chamber of Commerce,
Hongkong, 19th May, 1900.

Sir,—I have the honour to acknowledge
receipt of your letter of the 5th instant (No.
800) informing this Chamber that a tender had
been received by the Government for the sole
privilege of collecting ashes from steam vessels
within the harbour limits, and requesting their
opinion upon the desirability or otherwise of
creating such a monopoly.

2.—This question has had the prompt con-
sideration of the Committee, who, as the result
of careful inquiry and deliberation, feel bound
to record an opinion adverse to the proposal.

3.—At first blush the project appears free
from serious objection and calculated to obviate
in some degree an admitted evil, namely, the
dumping of ashes into the harbour, thereby
causing the foreshore to silt up. The objections
to the creation of a new monopoly to be work-
ed by Chinese are, however, not far to seek,
and greatly outweigh any benefits which might
accrue therefrom. The Committee are opposed
on general grounds to the principle of farms,
but these are accentuated by the manner in
which such privileges are worked by the Chi-
nese. It is only necessary to refer to the
working of the Conservancy contract to illus-
trate the evils arising from these monopolies.
This contract is sub-let to such a degree that
complaints are constant of the abuses arising
from the default of the contractors. There is
no guarantee that these evils would not be
repeated in the case of an Ashes contract.

4.—There is a danger that, either from want
of visits or inability to see the signals, especial-
ly from steam launches, considerable delay in
the movements of shipping might attend the
establishment of an Ash Monopoly, or that
steamers would be compelled to carry their
ashes out to sea through inability to wait for
the ash boats.

5.—While it is probable that petty theft
prevails under existing conditions, it is more
than doubtful whether this might not be
succeeded, in the event of a monopoly being
granted, by an organised system of bribery, and
a greater evil be thus inaugurated.

6.—The present system is of course far from
perfect, but it has not given rise to any very
serious complaint, and if the Police desire to ob-
tain better control over the ash-collecting boats,
my Committee respectfully suggest this might
be done as readily by licensing the boats as by
creating a privileged monopoly.

7.—The greatly enhanced value of the ashes
is causing a wholesome competition for the
right to collect them, which ought to serve
as a guarantee

stant that Regulations are published whereby 'All ships within the Harbour Limits shall dispose of the ashes from their boiler or other furnaces by discharging the same into the boats of the Ashes Contractor and in no other way,' and a set of rules relating to these Regulations is printed, according to the last of which 'The master of any ship or steam-launch from which any ashes shall be discharged within the Harbour Limits otherwise than into the boats of the Ashes Contractor, and any person who shall commit any breach of these Regulations shall be liable upon summary conviction before a Magistrate to a penalty not exceeding two hundred dollars or to imprisonment for not more than six months.'

Further on in same notification are the 'Conditions on which the exclusive privilege of receiving the ashes from ships within the harbour will be granted.'

It does not appear clear from the wording of the above notice whether the exclusive privilege has already been granted, but, if the Regulations are now in force, it follows that this grant must also have been given, otherwise the Regulations could not be complied with.

We would now respectfully ask the assistance of your Committee to approach the Government with a view to getting the Regulations as they stand abolished or modified.

As you will recollect, this proposal was submitted on 5th May, 1900, by the Government to your Committee for an expression of their opinion upon the desirability or otherwise of creating such a Monopoly, and in your reply of 10th idem you set out in clear terms the serious objections there would be to any such proposal being carried through.

So far as we are aware these objections exist as strongly as ever and nothing has occurred during the past 18th months to lead us to take a different view on this matter, and we cannot refrain from here stating that the sudden springing of such Regulations on the shipping interests of the port after such an expression of opinion as your Committee gave when asked to do so by the Government has caused a feeling of great surprise and regret.

We need not here refer specially to the evils of creating such Chinese Monopolies, as these have already been laid stress on by your Committee, and we would now merely confirm our appreciation of the serious objections set out in your letter of 19th May, 1900, to the Hon. Acting Colonial Secretary, and ask your Committee to be good enough to once more approach the Government on the question.

We are, dear Sir,

Yours faithfully,

BUTTERFIELD & SWIRE,

Agents,

Ocean Steamship Co., Ltd.

China Navigation Co., Ltd.

Nord. L. Orient Line.

Taikeo Sugar Refining Co., Ltd.

California & Oriental S.S. Co., Ltd.

GUTH, LIVINGSTON & CO.,

Agents,

Ben Line of Steamers.

Eastern & Australian S.S. Co.

SHEWAN, TOMES & CO.,

General Managers,

China & Manila S.S. Co., Ltd.

Agents,

Shire Line.

Mark Wood's Steamers.

S. T. & Co.'s New York Line.

DONWELL & CO., LTD.,

Acting Manager.

GEO. H. MEDHURST,

Agents,

Northern Pacific S.S. Co.

Barber Line of Steamers.

China Mutual S. N. Co., Ltd.

Mogul Line of Steamers.

Warrack Line of Steamers.

A. R. MARTY,

Compagnie de Navigation,

Tonkinoise.

P. P. MACGREGOR BROS. & GOW,

E. H. HINDS,

Agent,

Glen Line Steamers.

CARLOWITZ & CO.,

Agents,

Nav. Gen. Italiana.

U.S., China & Japan S.L.

ARNHOLD, KARNEG & CO.,

Agents,

Shell Line.

SIEMSEN & CO.

Agents,

H. A. Coasts Steamers

Flensburg S. T. Co.

AUSTRIAN LLOYDS S. N. Co.

SANDER, WIELER & Co., Agent.

P. DE CHAMPNORIN,

Acting Agent,

M. M. Co.

MELCHERS & CO.,

Agents,

Norddeutscher Lloyd S.S. Co.

CANADIAN PACIFIC RAILWAY Co.,

D. E. BROWN,

General Agent.

BRADLEY & CO.,

Agents,

Shan Line Steamers.

Colonial Secretary's Office,

17th December, 1901.

Sir,—I am directed to acknowledge the receipt of your letter of the 10th instant, regarding the publication of certain Regulations concerning the collection of ashes in the harbour, and to inform you that your communication is receiving the attention of the Government.

I have the honour to be, Sir, Your obedient servant, (Sd.) J. H. STEWART LOCKHART, Colonial Secretary, The Secretary, Chamber of Commerce.

MESSRS. COTTAM & CO. for DRESS SHIRTS, TIES and WHITE KID GLOVES.

TIENTSIN DAY BY DAY.

(From Our Own Correspondent).

TIENTSIN, January 13th.

'Things have been a little quieter since the Court's return and there is little to comment upon. I have been busy however, gathering information, and the result assures me that at no time even before the trouble were plots thicker, or Chinese subterfuge more subtle. The Dowager is spreading the jam of her *volte face* friendship thick on the diplomatic bread; almost too thick to cover the suspicion of a nauseous dose beneath. Clever as she is however, and smile she ever so sweetly, she has had to satisfy the men around her with a few plums, thereby giving a very clear clue to the probabilities of the future. Jung Lu, one of the primary authors of our trouble, has had an office specially created for him as supervisor of the Imperial Edicts, sharing his duties with Wang Wen-shao, who is as clay in his hand. He has moreover managed to betroth his daughter, his eighth daughter I should say, to Prince Chun, the hero of the apologetic mission to Germany, and the Emperor's brother. This must inevitably strengthen his hand.

On the best authority I learn that Yuan Shi-kai, who has been made Commander-in-chief of all the Northern troops and the Navy, has 10,000 troops close to Peking if not in Peking itself. My information from two good sources is that they are actually in the Forbidden City and around the Palace, but as it seems a little doubtful whether the Ministers would sanction such a force in the capital, it seems probable that their actual locality is the Hunting Park. This park is also to accommodate the Kansuh troops, Tung Fu-hsian's, and the Imperial Body Guard, at present at Paoing-fu. The Kansuh troops as I wrote you, were supposed to have returned to Kansuh, but it now appears they have not done so. Yuan is stated to intend posting some further 10,000 troops near Tientsin, and has assured the Dowager that but for him the Powers would treacherously seize her. I think I told you that Yuan has done his best to buy out the Provisional Government by offering them six months or even a year's salary, and he has received a pretty cut answer. His desperation at being kept out of such a fat thing may, however, provoke him to show his hand in the near future. It might be a good thing for China if he so lost his head as to try and get back the City by force. Just at the present moment everything would be in his favour, and a good many of us would like to see him do something rash, just to put a stop to the twaddling sentimentality which so hopelessly levens our diplomatic relations with China. I have heard that the secret of the peace and harmony which prevailed in Shantung directly Yuan went there was due to his crafty counsels to the Boxers to 'go where there were some foreigners.'

'There are no foreigners here, go to Tientsin and Peking,' and so the pressure of fanaticism was relieved there and increased here. So far as arms and ammunition are concerned, it is well to bear in mind that, in spite of the Edict and Protocols of prohibition, from somewhere and somehow boat loads of the necessary have been passing up the Grand Canal and along the Yangtze, and I know they have been seen. We were given to understand that the closing of the Industrial School opened in Peking was due to the journal published in connection with it. I now learn first hand that it was a purely Conservative movement. No fault could be found with the paper, which was carefully edited and scrupulously loyal; but an inspecting official hostile to the institution, on visiting it one day, found a roomful of men making foreign chairs! This was enough, and on the plea that they were outraging the precepts of their ancestors, the place was closed.

It is of course reported that Tung Fu-hsian, has 'committed suicide,' which was the natural consequence of the Edict, and the Ministers will probably not ask to see his corpse. An official was recently sent to Tung to request him to reduce the number of his troops as the Court was trying to economise and could not maintain 48 camps. The truth is that the Dowager is nervously apprehensive of both Tuan and Tung, and does not feel at ease knowing they have such a large force behind them. Tung, we may rest assured, is enjoying himself at Ningshia and will take no notice of either the Edict or the request. General Ma You Kow has been granted the privilege of riding in horseback in the Forbidden City, and created Junior Guardian of the heir apparent. General Lu Pen-Yuan, who was amongst those who fought against us here, has also been rewarded with the yellow jacket. It will be noted that the Dowager is keeping on the best of terms with her military men.

Princes Poo Lun and Poo Wei have been chosen to offer sacrifices at the Eastern and Western Ancestral shrines respectively. January 15th. The information I sent you the other day about Yuan Shi-kai having such a large body of troops in Peking and intending to bring some here has been confirmed on all sides, and some 11 camps, or 5,500 troops are now proceeding from Honan via Paoing to Peking, if they have not already reached the Capital. Yuan is preparing to raise some 40,000 altogether in Chihli, and have them properly drilled. It stands to reason that he would not be taking these steps if he was unable to arm his regiments when found, and the supposition is therefore that plenty of arms are in his possession and others arriving. He is issuing proclamations to the people to return to their work and keep quiet, but we know there will be small chance of peace if he fills the province with camps, as the Chinese troops are more dreaded and feared than Russians or Germans. The following Edict has also been issued for 'look

see pidgin.' It is dated 4th moon, and like many others bears the legend 'by Command of the Empress Dowager.'

'It is a matter of the utmost importance to make friends with all foreign countries, and at the same time to preserve our good name. The provincial authorities are therefore always instructed to maintain friendly relations with people of all countries, and local officials must be careful in the protection of missionaries, as the Court makes no distinction in its regard for foreigners and Chinese, and the people also are incessantly instructed to be at peace with Christians and have no friction among themselves. Although most of the officers and people obey, some do not, and all officials are hereby enjoined to maintain friendly relations with foreigners, by which both Government and people will benefit. In all cases of missionary native Christian disputes the district magistrates must be strictly impartial. Let this be observed by all.'

Such twaddle as the above is worthy only of record for its meaningless stupidity, and the intrepid confidence with which such assertions are continually made in speech to be almost immediately belied in action. General Creagh has been up to Peking and returned yesterday, and it was confidently expected he would bring back some definite information as to the withdrawal of the troops. No military conference has yet taken place; however, and we are still in doubt as to the dimensions of the permanent garrison, which in some form or another will probably result from all this. 'Some think it would be well if all troops did retire in order to give the Chinese an open field to lose their heads in, believing that the next expedition would be rather more thorough in its measures than this. It is only a question of time, and most of us would rather see the sequence come off now in preference to being allowed to settle down, build and open up new enterprises.'

Another Edict dated 4th, 12th moon dismisses for life Ho Nai-ying, President of the censorate, Pan Ching-li, Grand Secretary, Wong Lu-wen, Second Assistant Secretary, Lien Wen-chung, Prefect of Kiangsi, and Tsun Liang, expectant Prefect of Shansi, all for being, as it is alleged, 'connected with the Boxer outbreak.' Perhaps we should read it 'unsuccessfully connected.'

A student of high rank is reported to be raising insurgents in a number of villages in the Chaoyang district, and the prefect there has wired to Yuan, for instructions.

January 16th. About a month ago the Russian Minister addressed the following letter to Wang Wen-shao, and it will, with the proposals connected with it, prove interesting reading for those who like the Russian methods in the East. It is, to be accurate, dated 29th, 10th moon.

'I have the honour to remind you that our countries have been friends for thousands of years, and our boundaries are joined as the lips of a man, or the axle to the wheel. Therefore our friendship is greater than that of other countries. I have been in China but a short time, but I think of your country by day and night. What grieves you grieves us; what rejoices you rejoices us. But other countries are not thus. The three eastern provinces are the home of your ancestors, and not only is the region dear to you, but we also regard it with veneration and we have frequently called upon Prince Ching and Li Hung-chang in regard to handing it back. Although the great trouble is now ended, but small troubles always arise, and we remain there solely to prevent other Powers giving trouble, who would endeavour to enrich themselves. We have accordingly prepared the following articles and beg you to consult with Prince Ching regarding them.

I. Shanhaikuan Railway. 1. The Chinese Government must notify Russia if they desire to make any branch line to this railway. 2. Such branch line must not cross the Liao River. 3. Neither British nor Japanese must be allowed to use the line for the movement of troops. 4. Chinese Government must pay one million five hundred thousand taels for Russia's expense in maintaining the line.

II. All Russian soldiers will be withdrawn from Manchuria except such as are necessary for the protection of the railway. 1. The troops will be withdrawn in two lots, half within two years, and the other half within three years if no fresh trouble occurs. 2. The Chinese Government must pay half Russia's expenses for two years. 3. The Chinese Government must give full protection to Russian soldiers guarding the railway.

III. The right of opening mines etc. lies with the Chinese Government, but similar privileges must be accorded Russia who will assist to provide the capital. 1. No other Power must be allowed to interfere or participate in mining. 2. Shares must be held only by Russians. 3. The profits must be equally shared between Chinese and Russians. 4. Chinese local officials will be held responsible for the safety of merchants.

IV. The Chinese troops must not be increased but maintained the same as formerly. If it is necessary to increase, then Russia must drill them. 1. The Chinese Government will be allowed to have troops but not fortifications. 2. Chinese troops must only drill with rifles and not have field guns. 3. No other Power but Russia to have the privilege of drilling and instructing Chinese. The Chinese Plenipotentiaries have objected to the above very naturally, on the ground that they cannot grant Russia exclusive privileges and the troops must be withdrawn at once.

NOTICE is hereby given that MITSUI BUSSAN KAISHA carrying on business at Victoria in the Colony of Hongkong and elsewhere as Merchants have, on the 19th day of October, 1901, applied for the Registration in Hongkong in the Register of Trade Marks of the following TRADE MARK.

The distinctive device of several stalks or cuttings from the Althea plant with flowers in bloom, buds and leaves and which said stalks or cuttings, flowers, buds and leaves almost encircle the Japanese character "i" (イ) (X) and in the centre of the said character "i" is the character "Mitsui" (三) the said two characters reading together Mitsui and meaning in English "Mitsui Bussan Kaisha." On the right side of the said character "i" is the character "Sho" (商) and on the left side the character "Hyo" (標) reading Sho Hyo and meaning in English "Trade Mark."

There is also depicted on the left side of the character "i" the device of two butterflies flying towards each other. Underneath is depicted a scroll covering the lower portions of the said stalks or cuttings of the said Althea plant and on which are printed the characters "大日本三井洋行發售" reading Dai Nippon Mitsui Yoku hatsu bai and meaning in English "For sale by the Mitsui Bussan Kaisha of Great Japan."

In the name of Mitsui Bussan Kaisha who claim to be the proprietors thereof, The Trade Mark has been used by the applicants since the month of November, 1900, in respect of the following goods:

Cotton piece goods of all kinds in Class 24.

A Facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-Signed.

Dated the 26th day of October, 1901. JOHNSON, STOKES & MASTER, Solicitors for the Applicants, 12, Queen's Road Central, Hongkong.

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS. THE SEVENTY-FIRST ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock, NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 22nd January, to 4th February, inclusive. By Order of the Board of Directors, T. ARNOLD, Secretary.

Hongkong, 14th January, 1902. CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of this Company will be held at the COMPANY'S OFFICE, No. 14, Des Vaux Road Central, Victoria, in the Colony of Hongkong, on TUESDAY, the 11th February, 1902, at 11 o'clock A.M., when the SUBJOINED RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 22nd January, 1902, will be submitted for confirmation, as SPECIAL RESOLUTIONS.

RESOLUTIONS. 1. That the Capital of the Company "be reduced from £200,000 divided into 100,000 shares of £2 each to £72,200 divided into 72,200 shares of £1 each, and that such reduction be effected by "cancelling the uncalled capital of £10 per share on 72,200 shares which have been issued, and by cancelling 27,800 shares which have not been taken or agreed to be taken by any person. 2. That after such reduction the Capital of the Company be increased to £200,000 by the creation of 127,800 new shares of £1 each, of which 27,800 may be allotted in such manner as such times and to such persons as the General Managers shall think fit, but the remaining 100,000 shares shall not be issued without the consent of the shareholders in General Meeting.

SHEWAN, TOMES & CO., General Managers. Hongkong, 23rd January, 1902. HONGKONG JOCKEY CLUB. NOTICE. THE undermentioned RACES for HORSES and PONIES not entered for any of the Official Events will form part of the Programme for the Off-day, to be run on a date to be fixed by the Stewards after the forthcoming Race Meeting.

For each event there must be at least Five Entrants, in bona fide separate interests or the race becomes void. Entries will CLOSE to the Clerk of the Course on SATURDAY, the 1st February proximo. The Kowloon Stakes.—For all Horses—Australians and English to carry st. 11, lbs. 12; Indian Country Breds st. 10, lbs. 12; Arabs st. 10. Winner to receive \$250. Second \$50. Entrance \$10. Seven furlongs. The OPEN STAKES.—For all Ponies 14 hands 2 inches and under. Australians and English to carry st. 11, lbs. 12; Indian Country Breds, Arabs and China Ponies st. 10, lbs. 4. Weight for inches allowance £s. 2 per quarter of an inch. Winner to receive \$250. Second \$50. Entrance \$10. Half-a-mile. By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 23rd January, 1902.

Intimations.

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

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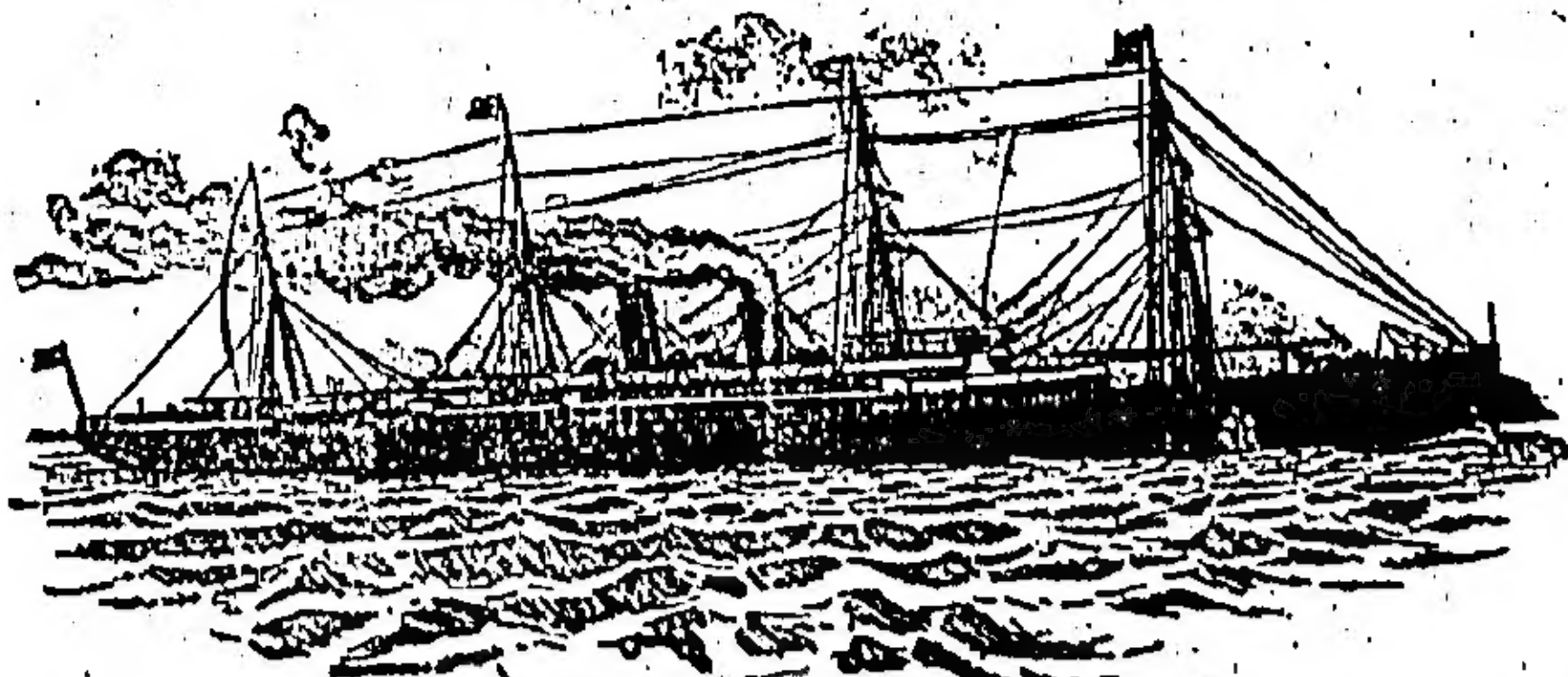
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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.	
"COPTIC".....	TUESDAY, 4th February, at Noon.
"AMERICA MARU".....	TUESDAY, 11th February, at Noon.
"CITY OF PEKING".....	TUESDAY, 18th February, at Noon.
"GAELIC".....	FRIDAY, 28th February, at Noon.
"HONGKONG MARU".....	SATURDAY, 8th March, at Noon.
"CHIN".....	

THE O. & O. Company's Steamship "COPTIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 4th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value, and name of shipper.

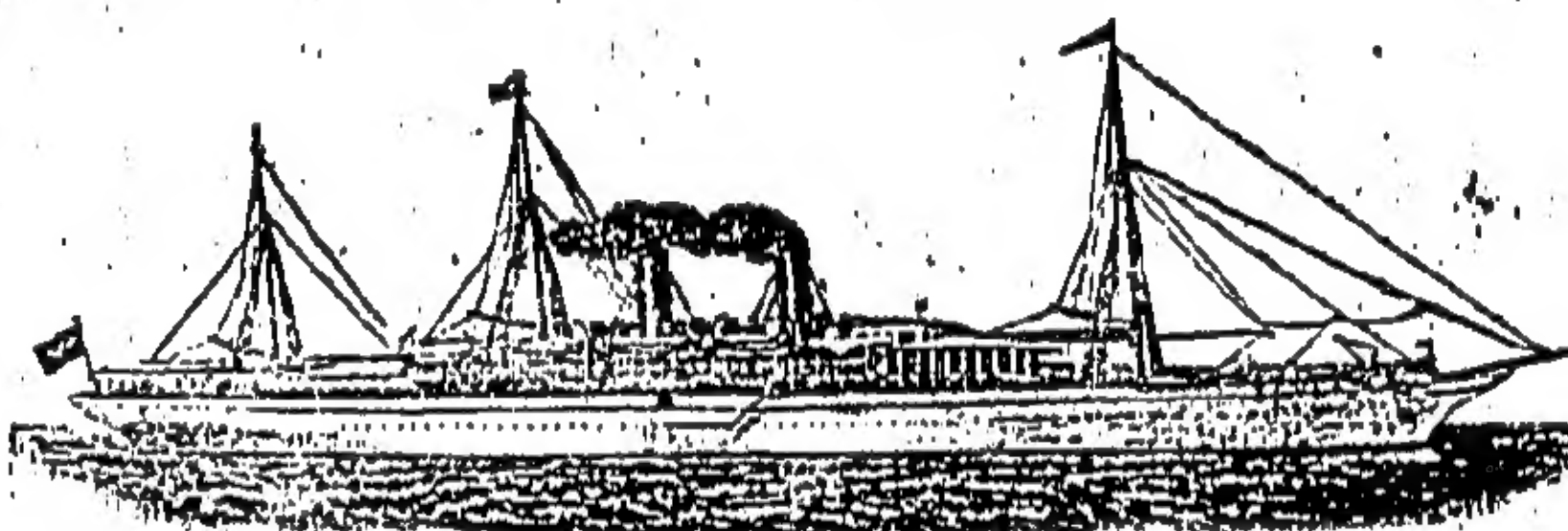
Consular References.—For consular references for shipment of Cargo or Parcel (valued at \$100. Gold or over) destined to ports in the United States, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchandise Invoices will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 25th January, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

TARTAR*.....	Comdr. E. Benham, R.N.R.	WEDNESDAY, 29th January.
EMPEROR OF INDIA.....	Comdr. G. P. Marshall, R.N.R.	WEDNESDAY, 12th February.
ATHLETIC*.....	Comdr. H. Mowatt, R.N.R.	WEDNESDAY, 26th February.
EMPEROR OF JAPAN.....	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 12th March.
EMPEROR OF CHINA.....	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 2nd April.

The magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various ports at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 15th January, 1902.

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Hongkong, 22nd January, 1902.

SANITARY BOARD.

PLAGUE PREVENTION.

IMPORTANT MEASURES.

A special meeting of the members of the Hongkong Sanitary Board was held in the Board Room at ten o'clock this morning for the purpose of considering and discussing certain recommendations made by Professor Simpson, the sanitary expert, who has recently arrived from England. There were present—The President Dr. J. M. Atkinson, (Principal Civil Medical Officer), the Vice-President, Hon. A. W. Brewin (Registrar-General), Dr. J. W. Clark (Medical Officer of Health), Hon. W. Chatham (Director of Public Works), Col. J. Hughes, R. A. M. C.; Mr. F. J. Bodeley, (Acting Captain Superintendent of Police), Mr. Edward Osborne, Mr. Fung Wa Chun, Mr. Lau Chu Pak, and Mr. G. A. Woodcock, (Secretary).

The following are the recommendations of Professor Simpson—

Sanitary Board Office,
20th January, 1902.

SIR,—As requested by His Excellency I have the honour to furnish him with a brief memorandum on the measure which it is advisable to take in order to combat the annual and seasonal recurrence of plague. Two deaths have been already reported from this disease within the past fortnight and it is important from a preventive point of view that vigorous action be promptly taken.

2. No success is likely to accrue from any measures which are limited to dealing with plague in human beings and the adoption of which does not take cognizance of the fact, that plague in rats and mice also disseminates the infection. It does not serve any very useful purpose to remove the sick and clean everything in the infected houses and above ground if the infection is being also carried by plague stricken rats from house to house or district to district by the subterranean movements of rats, whether this be effected by rat burrows or by sewers and drains. Both rat and human plague possess infective powers, and each can spread the disease not only to its own species but also to the other.

3. Plague is in fact primarily a disease among rats, the infection of which can be conveyed to human beings, but once established in human beings the infection is communicable to others by means of the expectation, by the discharges from the bowel and by the urine, and by discharges from the buboes or glandular swellings which form in this disease. The clothes, the food, and surroundings of a plague patient are likely to be infective and spread the disease to others, while the rats in the house which were previously healthy, by eating the food or coming in contact with the clothes or discharges, catch the infection and also spread the disease. Accordingly no measures are complete, which do not include the prevention of the disease in rats as well as man. It is because of this intimate connection between rat plague and human plague that the following measures are advised.

4. To begin with the preventive measures against infection, it is absolutely essential to know in what houses, areas and quarters of the town the rats are infected with plague. To obtain this intelligence, I would advise the appointment of two trained medical officers to bacteriologically examine daily the rats which are found dead by the rat-catchers and any that are alive which may appear to be ill. Large numbers of rats do not become infected all at once, but the infection, as in human beings, gradually spreads from one to another until plague among them becomes epidemic. Once the disease acquires a firm hold on the rats the danger to a locality is very great. I think it might be possible to obtain the loan from the Indian Government of some assistant surgeons specially trained in plague bacteriological work. The rat catchers also should be at least doubled in number. The disease among rats could then be localised and the information obtained would correspond in usefulness with the notification and early discovery of plague cases among human beings. It would then be possible to concentrate with precision attention on the infected localities, and bring special measures to bear on them with the view of destroying the rats and their infection before these localities became dangerous in any high degree to man. In connection with the habits of rats, it may be mentioned here that whenever rats begin to die in numbers, whether from disease or poison, there is a disposition for the others to emigrate from that locality in a more or less distinctly defined direction. This phenomenon of migration should be borne in mind, and watched, so that on its first appearance the rats coming into a healthy locality may be destroyed.

5. These measures would not interfere with, but should go on side, by side with the more general destruction of rats throughout the town and district, carried out by the Public, the object of which is to destroy the underground agents which are susceptible to the disease, and thus prevent the infection from being disseminated further than the already infected areas. If the rats and mice are destroyed in a locality before plague is imported, plague becomes comparatively a manageable disease.

6. The methods of destruction at the disposal of the Public are of a limited nature, consisting mainly of the laying down of poison such as arsenic and phosphorus, the employment of rat traps, the pouring of crude carbolic acid down the runs of rats, and the killing of them when they endeavour to escape, and, in the case of large firms with godowns and warehouses, the employment of rat catchers. The methods at the disposal of the sanitary authorities are also somewhat limited but can be carried out in a more systematic manner. They consist in the pumping of carbolic acid gas or sulphurous acid

gas into small sections of drains and sewers previously blocked up for that purpose, and into the holds of ships and boats infested with rats, the employment of rat catchers on special areas, the taking up of ground floors in infected houses, demolition of the rat runs and the setting up of another slightly infectious disease among rats which is not communicable like plague to other animals or to human beings. This disease can be produced by feeding rats with cultures of a coccobacillus discovered by Danysz.

7. No single method is altogether satisfactory in getting rid of all the rats, healthy and unhealthy, but each method when employed systematically materially assists in obtaining that object and the continuous regular and systematic employment of all these methods in a district ultimately produces excellent results.

8. For the preparation of Danysz virus to be employed to set up disease among rats and mice I would advise that the services of Dr. Hunter, the newly appointed bacteriologist to the Colony, be made use of and be placed at the disposal of the Sanitary Board for the time being. I would further advise that thousands of doses of this virus be systematically distributed in different parts of the town, not only during every day of the plague season but throughout the whole year, in order that an impression may be made on the enormous number of rats which exist in Hongkong.

9. This desirable result will not be effected in Hongkong unless special measures are at the same time taken at the wharves and landing stages to prevent healthy or sick rats from being imported. Every newly arrived ship moored at the landing stages without being subjected to precautionary measures adds its quota of fresh rats to the warehouses and godowns. This is a matter for careful consideration and precautions similar to those taken in other Ports should be introduced at the landing stages and wharves of Hongkong and Kowloon.

10. Once the requisite measures are taken against rat plague which sometimes, in addition to the foregoing, necessitates the evacuation of a badly infected area in order to save the inhabitants from being extensively attacked with plague, then the measures against human plague resolve themselves into those that are ordinarily employed against an epidemic disease such as small-pox. These consist in arrangements for an early discovery of cases, the tracing out of their connection with previous cases, removal of the sick from the healthy, cleansing and disinfection of the infected house and inoculation if possible, of those persons who reside in localities in which the disease prevails. These measures it will be observed are distinct from the every day routine sanitary duties of an ordinary nuisance and conservancy inspectorial staff, whose time in Hongkong is occupied in the morning in supervising the removal by contractors of the nightsoil and refuse, and in the afternoon in making house to house inspections with reference to house nuisances. The inspectors usefully combine with their duties in the afternoon that of ascertaining whether there is any sickness in the house, but as they cannot possibly in the few hours at their disposal get over more than a few houses the number of sick persons they discover is necessarily very small. As a matter of fact a large number of the cases discovered are dead or dying. There is one trained disinfecting Inspector. For ordinary times when the Colony is free of epidemic diseases an establishment of this kind with the Medical Officer of Health and Assistant Medical Officer of Health may possibly be sufficient, but at times of emergency and particularly when an epidemic disease becomes endemic, recurring year after year, special officers and special establishments are required to contend with the special conditions that have arisen.

11. The town and districts should be divided into conveniently sized districts with a medical man and sanitary inspector in each, their work to consist in the discovery of cases, house to house visitation and supervision of preventive measures. If they could be assisted by some of the more influential Chinese residing in the district it would be a great advantage. Whenever a case of plague occurs in a house, not only should the necessary measures be taken for that house, but a zone of houses and buildings surrounding and adjacent to the infected house should be inspected daily by the medical man of the district, to ascertain that the inhabitants are healthy and not suffering from any suspicious symptoms. The history also of every case should, as far as possible, be always traced out, and recorded, as it often gives the clue to the discovery of other cases and other unsuspected infected localities. Particularly the whereabouts of relations and friends who have had communication with the sick, or to whom clothes or other articles have been sent from the infected houses should be ascertained. A daily inspection should also be made by the houses within the zone in order to ascertain that all rats have been destroyed and that fresh rats have not taken their places. I understand that there is great difficulty in obtaining trained medical men for this work. The same difficulty has arisen in other places and has been overcome by securing the temporary services of medical men from elsewhere.

12. Inoculation with Haffkine's prophylactic should be encouraged. If the protective effect of the prophylactic were carefully explained to the inhabitants in the immediate neighbourhood of a plague house, or to those who have come in contact with a person sick of plague, many probably could be persuaded to be inoculated, especially if some of the more enlightened residents in the district showed an example by being inoculated themselves. This prophylactic is very efficacious. In Poona, Bombay, and Calcutta I found it gave a very great protection

to those inoculated, the difference of attacks between those inoculated and not inoculated being nearly 80 per cent. The plague commission sent to India from England have reported very favourably on the protective effect of Haffkine's prophylactic, especially when two inoculations have been carried out at intervals of one week from another. The prophylactic is not an absolute protection, but it diminishes the chances of attack immensely and, at the same time, if an inoculated person should be attacked, it reduces the chances of death. The inoculation is a very simple process, more quickly done and less painful in its doing than that of ordinary vaccination. The inoculation causes in a few hours fever, headache, malaise, and discomfort for about thirty-six to forty-eight hours and a painful swelling at the site of the inoculation which necessitates rest for a day or two. The discomfort and pain experienced in the inoculated arm are however seldom greater than those following vaccination against small-pox, and only last a few days instead of a fortnight as in the case of vaccination. The inoculation against plague with properly prepared material is perfectly harmless. If the inhabitants residing in a zone surrounding an infected house are inoculated, they are rendered in a high degree immune to the plague, and the risk of the spread of the disease among the inhabitants in that particular area which is a dangerous area is much reduced.

13. In Hongkong with its proximity and daily intercommunications with Canton and Macao, which appear not to be free of plague, it is necessary to prevent as far as possible the importation of plague, because every such importation is likely to add to the number of infected centres. This requires arrangements and medical officers for the inspection of incoming passengers from these places. Possibly in the Port as in the districts assistant surgeons from India trained in plague work could be employed under supervision.

14. Connected with the removal of the sick from the healthy, I understand there are special difficulties owing to the Chinese having a dread of being taken to an European hospital.

It is believed, however, that these difficulties could be overcome to a large extent by allowing the large firms to establish private hospitals with Chinese doctors and nurses to attend the sick. If such hospitals are erected and suitable sites, approved by the Medical Officer of Health, are equipped with the proper sanitary appliances requisite in an infectious hospital and the necessary precautionary measures of disinfection carefully carried out in order to prevent them from becoming centres of infection for the locality in which they are situated, I see no objection. For all sanitary purposes the hospitals would require to be under the supervision of the medical staff of the Sanitary Board. It would be an immense advantage to secure in this way the assistance and co-operation of the different firms in the early discovery and isolation of the sick.

The Chairman said the government had requested them to consider Professor Simpson's recommendations, and to state which they thought were urgent and ought to be acted upon at once. The main difficulty was of course with reference to training the necessary staff for combating the plague, when epidemic it was impossible for them to trust to the Army and Navy, though they had helped them in previous years. They could not get enough assistance from European medical men unless of course they were obtained from England. That was impracticable, at any rate so far as the present year was concerned, and Prof. Simpson seemed to think it was better for them to get additional medical men at once before the plague became epidemic in order that someone might be on the spot to detect the first cases that occurred. He thought the best course would be for the minute of the M.O.H. placing the recommendations of Prof. Simpson in a concrete form, to be read and then have the matter discussed in Committee.

DR. CLARK'S RECOMMENDATIONS.
The Secretary read Dr. Clark's minute as follows:—I have discussed this question fully with Professor Simpson, and I beg to recommend (with his concurrence) the adoption of the following measures for anticipating and combating an outbreak of plague:—

1. Five assistant surgeons from India, specially trained in plague work, for the ten health districts of the city. The duties of these assistant surgeons will be the investigation of all suspicious deaths, the tracing out of the source of infection, the investigation of cases, house-to-house visiting and so on. Each of them should be provided with a small office in his district, and each office should be in telephonic communication with the Sanitary Board office, and should have a telephone clerk. The office would serve as a depot for reporting all suspicious deaths or cases and all insanitary conditions, and should be used also by the senior inspector of the two corresponding districts, so as to bring the people of the immediate neighbourhood into touch with the sanitary officers. The office would also be of service as a place for the inoculation of haffkine.

2. Two assistant surgeons for the examination of all persons going to and arriving from Canton and the mainland of China, so as to prevent the introduction of infection into the Colony as far as possible and the dissemination of the disease by sick persons.

I understand that the above assistant surgeons could be obtained for \$160 a month and quarters (or a house allowance of \$10 a month), and they should be engaged for a period of eight months and should be asked for by telegram.

The above-named seven doctors are in addition to the three asked for yesterday, and it is proposed to put one of these three in Kowloon, with an office on the telephone, as in the

city, and a telephone clerk, while the other two are to be engaged in the examination of rats.

The Chairman moved, and the Hon. Brewin seconded, that the Board go into committee on the subject.

Dr. Clark thought before going any further he ought to explain that the reason why Prof. Simpson suggested engaging assistant surgeons was one of expediency, and they must remember that though European doctors would be better in some respects than Indian, they could not hope to get doctors from Australia and it would take too long to get them from England, where they would have to pay a much larger sum. It was not easy to get doctors who had had experience in plague work and, of course, those who had not much experience were no use for such work. Prof. Simpson wished him to explain it was not because he had any preference for Indian doctors, but because they could be more easily obtained and, at a less cost, besides having probably had experience in plague work.

The Hon. Chatham said the only measure he had doubt about in his own mind was whether the Chinese population generally would submit to the inspection by Indian medical men of their houses and dwellings. He imagined there would be great objections on their part to Indian doctors entering their dwellings and examining for cases of sickness. That objection would be overcome in great measure if European doctors are employed, and he thought it would be worth while to attempt to get some from cities like Melbourne or Sydney.

The Chairman.—From Australia?

The Hon. Chatham.—Yes.

Col. Hughes thought there was no doubt they were all agreed that extra help was wanted and that the matter was urgent. He informed the Board they could not expect to get any help this year from the Army and there were no Indian medical men here the same as there were last year. He thought there would be a tremendous lot of time wasted if they were going to apply to Australia. The men that Prof. Simpson suggested had had great experience and were excellent doctors besides which many of them were white. There were any amount of Eurasians, and Anglo-Indians in that country. As for the Chinese objection it had to be overcome, and whether they objected or not it was for the good of the community, and personally he would advise that application be made to India for the men to come at once. He knew the Indian Government was very hard pressed for Indian medical officers and subordinates, and he certainly did not think they would get them at the price the Board were willing to pay.

The Hon. Chatham observed that if it was practicable to obtain the services of Anglo-Indians, such as those referred to by Col. Hughes, there would be no objection to applying elsewhere. He reconsidered the Chinese would be reasonably entitled to object to black doctors. The Chairman pointed out that Indian doctors would not be so much affected by the climate as others.

Mr. Osborne thought the Chinese would prefer the Indian to the European doctor.

Mr. Fung Wa Chun observed that he thought the Chinese would prefer the Japanese.

Dr. Clark replied that they could not speak English or Chinese.

Mr. Fung Wa Chuen.—They can write Chinese; when they want anything they can put it on paper.

The Hon. Brewin remarked they would not need to know much Chinese for house visitation.

The Chairman.—The main idea is to obtain a general supervision over the sick, and more especially with regard to deaths—to examine dead bodies in their districts and see whether there were any suspicious cases.

The Hon. Brewin.—Then you propose that these men should do work a good deal of which at present falls to the Inspectors.

The Chairman.—Yes.

The Hon. Brewin said that some of the members might think that in such a question they should not consider the feelings of the Chinese, but then they must bear in mind that if they were opposed to any measure its usefulness would be very largely diminished; that was the reason why the matter should be taken into account. If they considered that Japanese could do the house to house visiting work it would be wise to employ them.

Col. Hughes asked how they were to find out whether Chinese preferred it. They seemed to get on very well with the Indians.

Mr. Lau Chu Pak.—They are on good terms with Indian watchmen.

Col. Hughes.—Are they with the Japanese? Mr. Fung Wa Chün.—I have spoken to leading Chinese in Hongkong, and they all say they prefer to have Japanese.

Col. Hughes.—I move that Prof. Simpson's proposals be adopted; will anybody second that? Mr. Osborne thought the Japanese would be rather difficult to deal with, and would not remain here very long. Indians would be better, and would stay here during the whole of the plague season.

The Chairman was of the opinion that it would be difficult to get Japanese with a knowledge of English, and that was, of course, a great object.

Mr. Bodeley.—You would have to have interpreters.

Col. Hughes.—If you did get them I venture to say not one would have seen a case of plague.

The Hon. Chatham.—With plague so rampant as it is in India it seems very problematic, assuming if you succeeded in getting men from there, whether they would be men of experience that would be likely to utilise all the experience gained in coping with the districts where plague was rampant.

The Chairman read a telegram from Prof. Simpson and added that they should accord-

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ingly first apply to India, and if they found no men were available then they might consider whether Japanese were engaged or not.

Col. Hughes thought of Prof Simpson's name was mentioned when applying to Calcutta (where he was for several years) the authorities would try to meet them.

After further discussion, Mr. Osborne said the great difficulty with regard to Japanese was how were they going to communicate with the Chinese. It was impossible to engage interpreters.

The Chairman—Of course the Chinese are a most impossible race to deal with in a disease, and we must try to do our best from an English point of view.

Mr. Osborne—I beg to second Colonel Hughes's motion.

After a brief discussion Colonel Hughes altered his resolution to the effect that Prof Simpson's proposal be adopted and seven extra assistant surgeons, Eurasians, if possible, be employed, the question of salary to be left over.

The Hon. Brewin was opposed to the employment of as many as seven additional assistant surgeons, and he moved that the number be reduced to two. The plague commission in India he said, came to the conclusion that the number of plague cases which develop on board ship among people arriving from infected ports was very small and that results did not compensate for the labour and expense involved in examining passengers. He thought those views applied equally to the state of affairs here.

The Chairman agreed, and said they really required the detention of all passengers coming from Canton in plague time.

Mr. Fung Wa Chun said if his memory served him correctly he thought there had only been two or three cases discovered on board of the Macao and Hongkong steamships. The Chinese were afraid of the sanitary measures in the Colony, and Hongkong would be the last place where they would come. In fact, when those who were in Hongkong felt unwell they went away so that the examination of those on board of steamers was merely an unnecessary annoyance and no good.

Mr. Osborne failed to see why they should ask for a less number of men.

Mr. Fung Wa Chun—We should ask for the men, but not for the purpose of examining people on steamers.

Dr. Clark said, it depended entirely on how many cases there were to deal with.

The Hon. Chatham thought the addition of five assistant surgeons was a very considerable reinforcement of the medical staff. The plague was not coming on immediately and if they got five now and indications were given later on that the outbreak would be serious they could consider whether it was advisable to ask for more.

The Chairman reminded the meeting that it was just as well to be unanimous on the matter.

Further discussion ensued in the course of which Col. Hughes expressed the opinion that the examination of passengers was a farce if not thoroughly done, and to do it thoroughly on the boats it would take nearly a week.

The Chairman asked Col. Hughes if he would alter his resolution so as to read five assistant surgeons.

Col. Hughes—Yes.

The motion was then put and carried.

MORE RAT CATCHERS.

Dr. Clark afterwards moved "That the Board request the authority of the Government to engage 20 additional ratcatchers for the City of Victoria and a European to superintend the work of the whole gang of 40, and also authorise the engagement of 15 additional ratcatchers for Kowloon, and a coloured foreman."

Col. Hughes seconded the motion, and it was carried.

Dr. Clark further moved "That the Board request the authority of the Government to erect a shed on the vacant site of Crown land to the east of the disinfecting station in Tai Ping-shan for the accommodation of the additional Chinese disinfecting and ratcatching staff."

The motion, having been seconded, was put to the meeting and carried, after which the Board discussed matter of a private character.

ADMIKALTY EXPERIMENTS IN COLOURS.

A RAINBOW FLEET.

When the Channel Squadron starts on its next cruise early this year it will look like a floating rainbow. Practically all the ships are to be painted different colours, and such colours, too! The like were never before laid upon British warships. Of course this is being done with an object. It is, in fact, another result of the experimenting fever which has seized upon the Admiralty. Having done what they could to make our battleships more formidable as engines of war, their lordships are now trying to hit on some way of rendering them invisible, or as nearly so as possible. Hence the order to paint the different ships different colours. This is not exactly a new idea. It was practised tentatively during the first manœuvres carried out by the Channel and Mediterranean fleets. In these there participated sky-blue ships, khaki-coloured ships, and all-black ships; but the "nigger colour" as the sailors called it, was a dead failure except at night. Not so the other tints, several of which were found preferable to those ordinarily used to coat the exteriors of our warships. It really was very difficult, at a distance, to distinguish vessels painted in colours that harmonized to some extent with sea and sky. Our men-of-war might as well have bullseyes painted on their sides as go into action with their present black hulls and white upperworks.—P. M. G.

G. GIRAULT: NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, CROQUET, &c., &c.

AT THE MAGISTRACY.

January 28th.

ROBBED A CHILD.

Pang Yau, aged 12, was given a \$10 note of the Hongkong and Shanghai Bank, to secure change. Walking along the street, on her way to the money changer, she was holding her treasure rather openly in her hand, when Au Lin came up behind her, snatched the note, and made off. Her cries attracted a constable, who succeeded in arresting the robber. Finding himself in the hands of the law, he coolly took out the note and gave it to the constable. This morning he told the Magistrate that he could not rob a child of a \$10 note, as he never had even seen one, in fact would not know one if he saw it. This tale would not exactly "hold water" in the eyes of the Magistrate, so Au Lin got two months' hard labour, and two whippings of 20 strokes each.

INDECENT ASSAULT.

A Chinese washerman attempted to assault the 24-year-old daughter of a European marine engineer. He came to the house to bring clothes, and while the mother's attention was attracted elsewhere, he attempted to commit the distasteful act. Fortunately the mother discovered him and, upon her crying out, he ran away. He was afterwards arrested at Nullah Lane, and was identified by both the mother and ayah. He was sentenced to one year's hard labour, an extremely light penalty for so grave an offense.

Intimations.

EDUCATION:

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PRINCIPALS:—

HERBERT L. REER, London University, I.C.P., *Executive Director of the School, Kowloon.*
CHAS. E. REER, London University, I.C.P., *Executive Director of the School, Kowloon.*

4th January, 1902.

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Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

J. H. WAINWRIGHT,
Manager.
[1339c]

TERMS MODERATE.
Hongkong, 7th December, 1901.

GO TO THE

KOWLOON HOTEL,
KOWLOON.

J. H. DOWNS, Manager.
J. W. OSBORNE, Proprietor.

THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.
Under entirely new management.
J. LACOCK.

"BOA VISTA,"
(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, overlooking the sea, and affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
Telegraphic Address: "BOA VISTA."

Intimations.

METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.

Intimations.

SPECIAL HOME RETURN TICKETS.
NOTICE.

FROM the 1st January, 1902, we will issue SPECIAL HOME RETURN TICKETS available for two years (from date of departure to date of arrival on return) for one and one half fare.

E. A. HEWITT, Superintendent, P. & O. S. N. Co. Acting Agent, Messageries Maritimes Cie. MELCHERS & CO., Agents, Norddeutscher Lloyd.

Hongkong, 23rd December, 1901. [1407c]

HONGKONG SUBSCRIPTION LIBRARY.
18, Bank Buildings, Wyndham Street.

FOUNDED in 1891, by DR. CANTLIE, and conducted for several years by H. E. POLLOCK, Esq., K.C.

TRUSTEES:—HON. J. H. STEWART LOCKHART, C.M.G., G. B. DODWELL, Esq., R. SHEWAN, Esq.

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The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date.

Intending Subscribers are requested to apply to CAPTAIN SPENCER, Hon. Secretary and Treasurer, Ordinance Office.

Hongkong, 28th December, 1901. [1413c]

DROZ & Co.,
WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1866,
ST. IMIER, SWITZERLAND.

SPECIALITIES: LEVER WATCH & CHRONOGRAPHS. TRADE MARKS: MAXIM, BERNAL, &c.

REPAIRS OF WATCHES AND CLOCKS by competent European experts at Moderate Rate.

No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. [1526c]

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS. Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS" guarantee given to every purchaser.

40, QUEEN'S ROAD, Watson's Building.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUJEN'S GENUINE COMPOSITION RED HAND BRAND; HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.
Hongkong, 14th May, 1901. [1537c]

HONG SING,
8, Regentfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.
Hongkong, 30th August, 1901. [1560c]

DENTISTRY.
SUI SANG, (Lately Practising with Dr. I. SAKATA), DENTIST.
No. 4, Queen's Road Central.
Hongkong, 3rd January, 1902. [1565c]

SHIPS.

NIPPON YUSEN KAISHA,
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

YAWATA MARU { SYDNEY and MELBOURNE, VIA MANILA, THURSDAY 30th Jan., at 4 P.M.
A. E. Moses { TOWNVILLE and BRISBANE

SANUKI MARU { KOBE and YOKOHAMA FRIDAY, 31st Jan., at Daylight
W. Townsend {

HIROSHIMA MARU { BOMBAY, VIA SINGAPORE and COLOMBO FRIDAY, 31st Jan., at Noon
T. Murali {

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th January, 1902. [1565c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle Friday Feb. 28

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, VIA MOJIL, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 28th February.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.

Hongkong, 24th January, 1902. [1574c]

To be Let.

TO LET. NO. 1, STEWART TERRACE.—THE PEAK. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1596c]

TO RENT. A LARGE WELL FURNISHED ROOM and bath, with board. Suitable for married couple, or one or two gentlemen. Terms reasonable and accommodations first-class.

"EDWARDS," Hongkong, 21st January, 1902. [1594c]

TO LET. NO. 147, WANCHAI ROAD. Rooms Nos. 4, 5, 6, 7 and 8, suitable for apartments or boarding houses.

Apply to SANG KEE, 72, Wing Lok Street. Hongkong, 13th January, 1902. [1604c]

TO LET. HOUSES IN CLIFTON GARDENS, CONDUIT ROAD. GODOWNS AT BLUE BUILDINGS. HOUSES AT CAUSEWAY BAY, facing the Polo Ground.

A HOUSE IN RIFON TERRACE. "THE RETREAT," MOUNT KELLET, No. 6, MACDONNELL ROAD.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 11th January, 1902. [1599c]

TO LET. "CRAIGMIN WEST" MAGAZINE GAP. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 6th January, 1901. [1564c]

TO LET. GODOWN—No. 5A, DUNDRELL STREET. Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 31st July, 1901. [1582c]

NOTICE. Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour.

CELESTE BURELL, British ship, Jeffrey—Order HELM H. WYMAN, American ship, Vanhook—Order.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHEFOO.....	POATING	30th instant.
CHINKIANG.....	CHIEH	31st instant.
KOBE.....	TSINAN	1st instant.
ILOILO and CEBU.....	KAIFONG	27th February.
MANILA.....	CHANGSHA	28th February.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	CHANGSHA	28th February.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.....	PYRERUS	3rd February, 1902.
"	ULYBES	10th "
"	TYDEUS	15th "
"	ANTENOR	20th "

HOMEWARDS.

FOR LONDON.	DUE
"STENTOR"	4th Feb., 1902.
"IDOMENEUS"	18th "
"AJAX"	4th March, "
"ULYBES"	15th "
"ANTENOR"	29th "
"TANTALUS"	15th Feb., 1902.
"TYDEUS"	15th Mar., "

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELLI," "INDRAPURA,"
and
"KNIGHT COMPANION,"
between

HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (OR.) on or about the 13th February.
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.
For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
Hongkong, 21st January, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR FOCHOOW*.....	"ANPING MARU"	K. Sudzuki.....	WEDNESDAY, 29th January.
FOR TAMSUI*.....	"DAIJIN MARU"	T. Ogata.....	SUNDAY, 2nd February.
FOR ANPING*.....	"MAIDZURU MARU"	T. Saito.....	WEDNESDAY, 5th February.
FOR TAMSUI*.....	"DAIGI MARU"	T. Kitano.....	MONDAY, 10th February.

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.
All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.
Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 27th January, 1902.

TOYO KISEN KAISHA.
(ORIENTAL S.S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA

A TRIP TO MANILA AND BACK IN EIGHT DAYS OVER THE CHINESE NEW YEAR HOLIDAYS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons, Captain Tate, will be despatched hence for MANILA, on or about THURSDAY, the 6th February, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed.

A LIMITED NUMBER of First and Second Class SPECIAL RETURN TICKETS will be issued FOR MANILA AND BACK, available for this Trip only.

The steamer will be back here on or about the 14th February.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA, Agents.

No. 6, Ice House Street, Corner of Des Voeux Road, 1st floor.

Hongkong, 27th January, 1902.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolfe, will be despatched as above on FRIDAY, the 31st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 27th January, 1902.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1895.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"RUBI,"

Captain R. W. Almond, will be despatched for the above Port, TO-MORROW, the 29th instant, at Noon.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 28th January, 1902.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU,"

(3,873 Tons Gross, Captain A. E. Moses) will be despatched for the above Port, on THURSDAY, the 30th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is

provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 20th January, 1902.

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th February, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 22nd January, 1902.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, ex B. I. S. N. and B. & E. S. N. Co's Steamers.

Goods not cleared by the 29th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

E. A. HEWETT, Superintendent.

Hongkong, 23rd January, 1902.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 25th January, 1902.

STEAMSHIP "SALAZIE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and Havre, ex s.s. *Guadalupe*, from Bordeaux, ex s.s. *President Le Roy Lallier* and *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 25th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 1st February, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st February, or they will not be recognized.

All damaged packages will be examined on SATURDAY, the 1st February, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPEMORIN, Acting Agent.

Hongkong, 27th January, 1902.

WANTED.

IN KOWLOON, Three Rooms with use of Kitchen and Bathroom; or to share a house.

Apply to

"F.E.S." C/o H.K. Telegraph Office.

Hongkong, 25th January, 1902.

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured of the principal Chemists and Merchants throughout the world. Price in England 2/6 and 4/6. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

Intimations.



CLARK'S B 4 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Jan. 12.—To Shanghai: Mr. Charles Crauford, Mr. Crawford Kerr, Miss Dudgeon. To Haiphong: Mr. and Mrs. Merle and family, Miss Hayn. To Saigon: Mr. Lantier. To Samarang: Mr. Cochlin and family. To Singapore: Mr. J. J. Rulstkamp, Mr. Michells.Per P. and O. steamer *Arctica*, connecting with the steamer *Bullard*, at Colombo, from London, Dec. 26.—To Hongkong: Mrs. Razavet, Mr. Lomas, Mr. and Mrs. Bell and 3 children, Mr. Lomas, Mr. A. E. Bourcier. From Marseilles, Jan. 3.—To Shanghai: Misses Caswell (2), Miss Macdonald, Miss Carleton, Dr. and Mrs. Squibbs, Mr. T. Simmons, Mr. and Mrs. W. L. Knipe. To Hongkong: Rev. R. Evans, Mr. P. V. Williams, Mr. S. Wicks, Mr. Rich. To Singapore: Mr. and Mrs. Noel Trotter. To Penang: Mr. and Mrs. P. Legros.Per P. and O. steamer *Canton*, from London, Dec. 28.—To Yokohama: Lieut. E. T. Green. To Singapore: Mr. J. C. Hart.Per P. and O. steamer *India*, connecting with the steamer *Chusan*, at Colombo, from London, Jan. 10.—To Yokohama: Mrs. Wheeler. To Hongkong: Mr. Whitlow, Mr. D. M. Mackenzie, Staff Sergeant and Mr. J. Biles and 5 children. From Marseilles, Jan. 17.—To Yokohama: Mr. G. E. Henderson, Mr. J. Worrall and Misses Worrall (3). To Shanghai: Mr. Ralston, Mr. W. Cowan, Dr. A. Moore. To Hongkong: Mr. C. M. Gordon. To Singapore: Mr. and Mrs. E. W. Eviu, Mr. W. C. Cadell, Mr. W. Hutton.Per P. and O. steamer *Ceylon*, from London, Jan. 11.—To Shanghai: Mrs. Rowbotham and child. To Hongkong: Mr. and Mrs. Drayson.Per Norddeutscher Lloyd steamer *Sachsen*, from Bremen, Dec. 25, and Southampton, Dec. 30.—To Shanghai: Mr. and Mrs. W. Jamieson. Mr. A. Rose, Miss Melcham, Mr. Tours, Mr. and Mrs. Ford and child, Messrs. Baxter and Stevens, Messrs. A. E. and G. Price, Mr. H. H. Fowler, Dr. J. C. Fraser, Mr. A. Bounevalle. To Hongkong: Mr. F. Pollock, Mr. L. W. Hicks, Messrs. A. and R. O'Sullivan. To Sourabaya: Mr. K. A. Volz. To Singapore: Mr. E. Way.Per Norddeutscher Lloyd steamer *Kiautschow*, from Bremen, Jan. 9, and Southampton, Jan. 14.—To Yokohama: Miss E. Griffin, Mr. Z. Yada, Mr. W. R. Bennett, Mr. E. Cuders. To Shanghai: Mr. G. F. C. Dobson. To Hongkong: Dr. Cross, Mr. and Mrs. W. A. H. Moule, Miss M. E. Dainty, Mr. and Mrs. Jones, Miss Warr, Dr. Kirkwood, Miss Gordon, Miss Jackson, Mr. Vuillamy, Miss Dopping-Ippenstall, Miss Lamb. To Singapore: Mr. and Mrs. Geo. Rutherford, Miss Gunn, Mr. F. H. Darke, Mr. Morris, Mr. K. W. Brown, Mr. and Mrs. Ledebor.Per Nippon Yusen Kaisha steamer *Samuki Maru*, from London Dec. 20.—To Yokohama: Mr. J. Alsop, Mr. K. Enami. To Kobe: Mr. and Mrs. G. J. Melhuish, Mr. W. Komai, Mr. M. Miwa. To Shanghai: Mr. and Mrs. H. Railton and family, Rev. and Mrs. J. Murray and family, Mrs. and Master P. Dewing. To Hongkong: Lieut.-Colonel R. Johnson, R.A., Mr. and Mrs. J. Kennedy, Mr. R. Wilson and family, Mr. and Mrs. T. Conolly and family, Mr. and Mrs. J. Lyon. To Singapore: Miss F. Saxelby, Mr. A. Stevenson, Mr. S. Yeomans, Mr. S. Dodge, Mr. H. Ferrers, Mr. and Mrs. A. Heath and family, Mr. and Mrs. C. O'Brien and son, Mrs. McDonald, Master C. McDonald, Mr. and Mrs. C. Wright, Mr. Macfie, Miss Foster.

Shipping.

Arrivals.

SUISANG, British steamer, 1,776, E. J. Tadd, 27th Jan.—Singapore 10th Jan., General.

Jardine, Matheson & Co.

MICHAEL JENSEN, German steamer, 710, J. Jensen, 27th Jan.—Haiphong 24th Jan., and Hoifow 26th, General.—Jensen & Co.

DR. HANS JERG-KIAER, Norwegian steamer, 691, H. E. Larsen, 27th Jan.—Haiphong and Hoifow 26th Jan., General.—A. R. Marty.

TING SANG, British steamer, 1,045, W. E. Sawyer, 27th Jan.—Moji 22nd Jan., General.—Jardine, Matheson & Co.

CHEANG HOCK KIAN, Dutch steamer, 1,020, M. Giesche, 27th Dec.—Singapore 17th Jan., General.—Chinese.

SAMBIA, German steamer, 3,623, G. Schmidt, 28th Jan.—Shanghai 24th Jan., General.—Carlowitz & Co.

YAWATA MARU, Japanese steamer, 2,366, A. E. Moses, 28th Jan.—Nagasaki 24th Jan., General.—Nippon Yusen Kaisha.

THALES, British steamer, 820, A. J. Robson, 28th Jan.—Fochoow 24th Jan., Amoy 25th, and Swatow 27th, General.—Deagles, Lapraik & Co.

PRONTO, Norwegian steamer, 825, Thomas Seeborg, 28th Jan.—Moji 22nd Jan., Cochin 24th, and Swatow 27th, General.—Sandor, Wieler & Co.

HAIFAN, French steamer, 377, L. Anderson, 28th Jan.—Pakhoi and Hoifow 27th Jan., General.—A. R. Marty.

TAISANG, British steamer, 1,544, R. D. Bradley, 28th Jan.—Nagasaki 27th Jan., General.—Jardine, Matheson & Co.

TELEMACHUS, British steamer, 1,340, J. Williamson, 28th Jan.—Saigon 21st Jan., Rice.—Chinese.

GLAVERING, British steamer, 2,155, D. Barton, 28th Jan.—Shanghai 25th Jan., General.—Dodwell & Co., Ltd.

GUTHRIE, British steamer, 2,500, W. G. McArthur, 28th Jan.—Sydney 4th Jan., Brisbane 7th, Townsville 10th, Thursday 13th, Port Darwin 17th, and Manila 25th, General.—Gibb, Livingston & Co.

Clearances at the Harbour Office.

Hua Yieh, Portuguese str., for Macao.

Taisang, British str., for Swatow.

Mongkut, German str., for Bangkok.

Nanyo Maru, Japanese str., for Kobe.

Pissanok, German str., for Swatow.

Sulberg, German str., for Haiphong.

Lungkiang, British str., for West River.

Hei Ho, British str., for Canton.

Pue Kong, British str., for Canton.

Yushun, British str., for Shanghai.

Corinthia, Austrian str., for Singapore.

Cheang Hock Kian, Dutch str., for Amoy.

Hanyang, British str., for Moji.

Bukin Maru, Japanese str., for Canton.

Haikong, French str., for West River.

Departures.

Jan. 28, Mongkut, German str., for Bangkok.

Jan. 28, Haikong, British str., for Swatow.

Jan. 28, Atreia Jensen, German str., for Saigon.

Jan. 28, Thea, German str., for Hoifow.

Jan. 28, Pissanok, German str., for Swatow.

Jan. 28, Mik Maru, Japanese str., for Moji.

Jan. 28, Cheungchow, British str., for Amoy.

Jan. 28, Eudymion, British cruiser, for cruise.

Jan. 28, Corinthia, Austrian str., for Singapore.

Jan. 28, Sulberg, German str., for Haiphong.

Jan. 28, Yushun, British str., for Shanghai.

Jan. 28, Chinkiang, British str., for Saigon.

Jan. 28, Antonio MacLeod, American str., for Iloilo.

Passengers—Arrived.

Per Suisang, from Singapore—Mr. Felton, and 307 Chinese.

Per Dr. Hans Jerg Kiaer, from Haiphong, &c.—Mr. Guichet, and 20 Chinese.

Per Thaler, from Coast Ports—Rev. W. Walker, Misses Tesbe, Lambert, Mr. W. Hall, and 111 Chinese.

Per Yawata Maru, from Japan for Hongkong—Messrs. F. Aveido, Macquie, Chung Sau, Chan On, Capt. Kawamura, Messrs. Hirose, Kusakabe, Miss Shimomi, Mr. and Mrs. Mihara and children, Messrs. Moxon, Young, Chn Ah Hong, B. F. Hamers, Mrs. M. R. Simpson, Mr. Jallow, and Mrs. G. Morris.

For Manila—Messrs. S. Tsukahara and H. Blum.

Per Guthrie, from Australian Ports—Messrs. John Lemm, E. Guy, W. O. E. Stanford, F. G. Grant, Mrs. Grant, Messrs. A. J. Charpy, S. F. Ioro, R. C. Wyse, T. Lemon, E. Cooper, Celestino Martinez and daughter, Pedro Rallo, Rosendo Rallo, H. J. Knight, Exequiel Quila, Sue Lee, wife and child, Geo. Wing, and 47 Chinese. For Japan—65 Japanese.

SHIPPING REPORTS.

Capt. T. Seeborg, of the steamship *Pronto*, from Moji, reports:—Stormy by the Korean Islands.Captain J. Jensen, of the steamship *Michael Jensen*, from Haiphong and Hoifow, reports:—Strong N.E. breeze, and sea.Captain W. E. Sawyer, of the steamship *Ting Sang*, from Moji, reports:—Moderate N.W. gale to Lat. 29° N., thence to Turnabout light nirs, cloudy, with fresh N.E. monsoon.

Post Office.

A Mail will close—

For Canton—Per *Hankow*, to-morrow, the 29th instant, at 7.30 a.m.
 For Swatow, Amoy, and Foochow—Per *Anking Maru*, to-morrow, the 29th instant, at 8 a.m.
 For Singapore and Bombay—Per *Nankin*, to-morrow, the 29th instant, at 9 a.m.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Tartar*, to-morrow, the 29th instant, at 11 a.m.
 For Manila—Per *Rubi*, to-morrow, the 29th instant, at 11 a.m.
 For Macao—Per *Heungshan*, to-morrow, the 29th instant, at 1.15 p.m.
 For Canton—Per *Powan*, to-morrow, the 29th instant, at 4 p.m.
 For Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Australian*, to-morrow, the 29th instant, at 5 p.m.
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yacata Maru*, on Thursday, the 30th instant, at 3 p.m.
 For Shanghai and Chinkiang—Per *Peking*, on Thursday, the 30th instant, at 4 p.m.
 For Shanghai—Per *Longwood*, on Friday, the 31st instant, at 11 a.m.
 For Manila—Per *Yuenan*, on Friday, the 31st instant, at 3 p.m.
 For Shanghai, Wei-hai-wei, Chefoo and Port Arthur—Per *Chili*, on Friday, the 31st instant, at 4 p.m.
 For Kobe—Per *Trinam*, on Friday, the 31st instant, at 4 p.m.
 For Europe, &c., India, via Taiticorin—Per *Coromandel*, on Saturday, the 1st February, at 11 a.m.
 For Europe, &c., India, via Taiticorin—Per *Preussen*, on Wednesday, the 5th February, at 11 a.m.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glenogle*, on Friday, the 7th Feb., at 11 a.m.
 For Singapore—Per *Shanghai*, on Friday, the 7th Feb., at 11 a.m.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of India*, on Wednesday, the 12th Feb., at 11 a.m.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Thursday, the 20th February, at 4 p.m.

EXCHANGE.

Hongkong, 28th January.

ON LONDON, Telegraphic Transfer	110
" Bank Bills, on demand	110 1/16
" Credits, 4 months' sight	110 7/16
" Debits, 4 months' sight	110 7/16
ON BERLIN, Bank Bills, on demand	110 1/16
" Credits, 4 months' sight	110 7/16
" Debits, 4 months' sight	110 7/16
ON NEW YORK, Bank Bills, on demand	44 1/2
" Credits, 30 days' sight	44 1/2
" Debits, 30 days' sight	44 1/2
ON BOMBAY, Telegraphic Transfer	137
" On demand	137
ON SHANGHAI, Telegraphic Transfer	124
" Private 30 days' sight	124
ON YOKOHAMA, T.T.	104 1/2
Sovereigns, Bank's Buying Rate	51.82
Gold Leaf, 1000 troy, per tael	55.85
Bar Silver	25 7/16
Dollars	25 7/16

OPUM QUOTATIONS.

Hongkong, 28th January.

To-day's quotations are as follows—	
BENGAL—New Patna	@ 910
" Old Patna	@ 920
" New Benares	@ 920
" Old Benares	@ 920
MALWA—New	@ 900/100
" Last year's	@ 920/30
" 2 1/2 years' old	@ 920/30
" 3 1/2 years' old	@ 940
PERSIAN—Superior drug was sold.	@ 620

RIVER STEAMERS, SHOONERS, AND LORCHAS.

<i>Faishan</i> , British steamer, 1,425, Lössius, Hongkong, Canton, and Macao Steamboat Co.	
<i>Ho-nam</i> , British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.	
<i>Powan</i> , British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.	
<i>Hankow</i> , British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.	
<i>Hai-long</i> , Chinese steamer, 409 tons, Captain Chi Wo & Co.	
<i>Tai-on</i> , British steamer, 728, J. Lawrence, Tai On Steamship Co.	
<i>Pak Kong</i> , British steamer, Kwong Wan S.S. Co.	
<i>Kong Nam</i> , British steamer, T. Austin, R.N.R., Chinese Owned.	

Hongkong and Macao.

<i>Heungshan</i> , British steamer, 1,955, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.	
<i>Macao and Canton</i> , G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.	
<i>Kiangtung</i> , Chinese steamer, 583, R. J. Mackenzie, China Merchant Steam Navigation Co.	
<i>Canton and West River</i> , Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.	
<i>Sainam</i> , British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.	

VESSELS IN PORT.

Steamers.

AMOI, German steamer, 662, W. Wulff, 22nd Jan., Manila 19th Jan., Ballast—Wing Tay.	
ANPING MARU, Japanese steamer, 1,053, K. Sadaaki, 25th Jan., Foochow 22nd Jan., Amoy 23rd, and Swatow 24th, General—Mitsui Bussan Kaisha.	
ARARA, British steamer, 2,481, Williamson, 22nd Jan., New York 23rd Nov., Case Oil—Standard Oil Co.	
AUSTRALIAN, British steamer, 3,000, P. T. Helms, 27th Jan., Yokohama 21st Jan., General—Gibb, Livingston & Co.	
BAIKAL, Russian steamer, 717, Kashkin, 13th Jan., Manila 9th Jan., Ballast—Order.	
BVGO, Norwegian steamer, 771, Th. Carlsen, 12th Jan., Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieler & Co.	
CALLIOPI, British steamer, 2,409, Smith, 24th Jan., Mororan 13th Jan., Coal—Bradley.	
COPTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 24th Jan., San Francisco 28th Dec., Honolulu 4th Jan., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Shanghai (Woosung) 22nd, Mails and General—O. & S. S. Co.	

ELITA NOSSACK, German steamer, 1,161, H. Bruhn, 26th Jan., Canton 25th Jan., General—E. A. Trading Co.	
EMPEROR OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 21st Jan., Vancouver 30th Dec., and Shanghai 18th Jan., General—C. P. R. Co.	
ERICA, German steamer, 1,217, Zindel, 20th Jan., Singapore 12th Jan., General—Jensen & Co.	
GLENOCLE, British steamer, 3,750, W. Frakes, 9th Jan., Shanghai 6th Jan., General—Dodwell & Co., Ltd.	
HANG SANG, British steamer, 1,356, S. Wilde, 27th Jan., Swatow 26th Jan., General—Jardine, Matheson & Co.	
HANYANG, British steamer, 1,066, Jameson, 22nd Jan., Singapore and Hoihow 21st Jan., General—Butterfield & Swire.	
ICHANG, British steamer, 1,230, W. L. Jones, 26th Jan., Canton 25th Jan., General—Butterfield & Swire.	
LOOSER, German steamer, 1,021, C. Fuchs, 24th Jan., Bangkok 17th Jan., Rice—Butterfield & Swire.	
MACHEW, German steamer, 993, G. Wendig, 27th Jan., Bangkok 20th Jan., General—Melchers & Co.	
MATOU MARU, Japanese schooner, 121, Doch, 27th Jan., Manila 20th Jan., Ballast—Master.	
NANKIN, British steamer, 2,557, C. J. Denton, R.N.R., 23rd Jan., Bombay 3rd Jan., and Singapore 16th, General—O. & S. S. Co.	
NANYO MARU, Japanese steamer, 2,337, M. Tomita, 23rd Jan., Iloilo, P.I. 18th Jan., Ballast—Japanese.	
NESS, British steamer, 1,963, W. Pearl, 26th Jan., Moji 21st Jan., Coal—Mitsui Bussan Kaisha.	
PEIYANG, German steamer, 952, W. Wieser, 23rd Jan., Saigon 19th Jan., Rice—East Asiatic Trading Co.	
PERCHABURK, German steamer, 1,600, Hohmann, 17th Jan., from Saigon, Ballast—Melchers & Co.	
PETARCH, German steamer, 1,252, H. Uecker, 20th Dec., Labuan 12th Dec., Sugar—Sander, Wieler & Co.	
PIRA NANG, German steamer, 1,021, Mangelsdorf, 21st Jan., Bangkok 14th Jan., General—Butterfield & Swire.	
ROBERT DICKINSON, British steamer, 1,901, S. McDonald, 18th Jan., Balik Papan 9th Jan., Kerosine—Arnold, Karberg & Co.	
RUMI, British steamer, 1,611, R. W. Almond, 19th Jan., Glasgow via Penang, Singapore, Iloilo and Manila 16th Jan., Ballast—Shewan, Thomas & Co.	
SALAMANCA, British steamer, 883, J. H. Anderson, 16th Dec., Moji 9th Dec., Coal—Bradley & Co.	
TARTAR, British steamer, 4,216, E. Beetham, 18th Jan., Vancouver, B.C. 16th Dec., and Shanghai 15th Jan., General—C. P. R. Co.	
TSINAN, British steamer, 1,400, G. Lindbergh, 25th Jan., Sydney, U.S.W. 4th Jan., General—Butterfield & Swire.	
YUENSANG, British steamer, 1,128, P. H. Riffe, R.N.R., 26th Jan., Manila 23rd Jan., General—Jardine, Matheson & Co.	

Sailing Vessels.

FRED. P. LITCHFIELD, American bark, 1,080, Allen Fulton, 12th Dec., Fremantle, W.A. 15th Sept., Sandalwood—Oscar.	
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.	
INVERMAY, British ship, Lamont, 18th Jan., Cardiff 13th Aug., Patent Fuch—Admiralty.	
LOTHAIR, Italian bark, 678, Borzo, 24th Jan., Callao 10th Nov., Sugar—Carlowitz & Co.	
MOBILE BAY, British bark, 1,177, James A. Boy, 12th Dec., Hongy 17th Nov., Coals—Jardine, Matheson & Co.	
MONIA, German bark, 1,921, F. Rowell, 18th Jan., Cardiff 23rd May, Coal—E. A. Trading Co.	
NICOLA, Norwegian bark, 649, Cardain, 3rd Jan., Fremantle, Wash and Australia 1st Oct., Sandalwood—Oscar.	
VALE OF DOON, British bark, 659, J. Petersen, 10th Dec., Kelang 18th Nov., Timber—Sander, Wieler & Co.	
WEST YORK, British bark, 700, W. S. Foster, 20th Dec., Callao 10th Oct., Ballast—E. A. Trading Co.	

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

<i>Alacrity</i> , despatch vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Eskine, Hongkong.	
<i>Albion</i> , 1st-class battleship, 12,000 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.	
<i>Algeria</i> , sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.	
<i>Arcturion</i> , 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Starling, Shanghai.	
<i>Argonaut</i> , 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.	
<i>Astron</i> , 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.	
<i>Aurora</i> , 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.M.S., Mirs Bay.	
<i>Bismarck</i> , 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Amoy.	
<i>Brandy</i> , 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.	
<i>Brisk</i> , 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander E. H. Martin, Singapore.	
<i>Britannia</i> , 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.	
<i>Cressy</i> , 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.	
<i>Daphne</i> , sloop, 1,140 tons, 8 guns, 3,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.	
<i>Eclipse</i> , 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. Stokes, cruising.	
<i>Endymion</i> , 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.C., cruising.	
<i>Eis</i> , coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. W. Forbes, Chinkiang.	
<i>Fame</i> , twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.	
<i>Firebrand</i> , 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beatty Pownall, Canton.	
<i>Glory</i> , 1st-class flagship, 12,500 tons, 16 guns, 13,500 i.h.p., Capt. A. Carter, en route Singapore.	
<i>Goliath</i> , 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.	
<i>Hart</i> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.	
<i>Handy</i> , twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.	
<i>Humber</i> , storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davidson, Hongkong.	
<i>Janus</i> , torpedo-boat destroyer, 280 tons, 6 guns, 3,900 i.h.p., in reserve.	

<i>Orlando</i> , 1st-class cruiser, 5,000 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.	
<i>Otter</i> , torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Com. C. P. Mansel, Hongkong.	
<i>Phaenix</i> , sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hanoi.	
<i>Pigmy</i> , 1st class gunboat, 750 tons, 6 guns, 1,000 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.	
<i>Plym</i> , twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.	
<i>Player</i> , 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, en route Singapore.	
<i>Rambler</i> , surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.	
<i>Redpole</i> , 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. C. F. Corbett, Singapore.	
<i>Robin</i> , river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut.-Comdr. G. Webster, West River.	
<i>Rosita</i> , sloop, 980 tons, 6 guns, 1,400 i.h.p., Comdr. A. W. Hamilton, Wei-hai-wei.	
<i>Sandpiper</i> , British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. Lockhart, West River.	
<i>Saige</i> , river gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.	
<i>Sigbee</i> , 2nd-class gunboat, 756 tons, 6 guns, 300 i.h.p., in reserve Hongkong.	
<i>Taku</i> , torpedo-boat destroyer, 350 tons, in reserve Hongkong.	
<i>Talbot</i> , 2nd-class cruiser, 5,000 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stoddard, Hongkong.	
<i>Tamar</i> , receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.	
<i>Terrific</i> , 1st-class battleship, 14,200 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., cruising.	
<i>Tweed</i> , coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.	
<i>Waikowich</i> , surveying-ship, 620 tons, 450 i.h.p., Lt.-Comdr. W. O. Lyne, Hongkong.	
<i>Whiting</i> , twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., in reserve.	
<i>Wolver</i> , coast defence ship, 4,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.	
<i>Woodcock</i> , river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. Watson, Kiang.	
<i>Woodlark</i> , river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.	
Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, 1st-class; and 3 second-class boats.	

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

<i>Aspern</i> , Austrian gunboat, 970 tons, Captain Heinrich, en route Singapore.	
<i>Holland</i> , Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. Sybrandt, Swatow.	
<i>Koningin Wilhelmina der Nederlanden</i> , Dutch cruiser, 8 guns, 4,600 tons, 5,500 i.h.p., Capt. J. P. Kossuin, Swatow.	
<i>Leopard</i> , Austrian cruiser, 1,600 tons, Captain Müller, Saigon.	
<i>Liberal</i> , Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.	
<i>Maria Theresa</i> , Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless.	
<i>Ritter v. Sambor</i> , Shanghai, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.	
<i>Piet Hein</i> , Dutch cruiser, 5 guns, 3,600 tons, 4,750 i.h.p., Capt. Jansen, Taku.	
<i>Zaire</i> , Portuguese gunboat, 530 tons, Captain Mello, Macao.	

The Russian Squadron.

<i>Admiral Koroff</i> , Russian armoured cruiser, 5,000 tons twin screw, 30 guns, 9,500 i.h.p., Captain Jakovlev, at Nagasaki.	
<i>Admiral Nakhimov</i> , Russian armoured cruiser, 5,000 tons, 30 guns, 9,500 i.h.p., at Tientsin.	
<i>Albatross</i> , Russian gunboat, 810 tons, 8 guns, 1,200 i.h.p., Captain Elksky, at Nagasaki.	
<i>Bobr</i> , Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 i.h.p., Captain Dobrowsky, at Taku.	
<i>Dimitri Donskoy</i> , Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 i.h.p., Comdr. Sharon, Singapore.	
<i>Gaidamak</i> , Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 i.h.p., Capt. Serelrennikoff, at Taku.	
<i>Gremiashevsky</i> , Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 i.h.p., at Shanghai.	
<i>Koreyev</i> , Russian cruiser, 1,400 tons, 9 guns, 2,150 i.h.p., Capt. Simlan, at Taku.	
<i>Manchuria</i> , Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 i.h.p., Capt. Yakevoff, at Nagasaki.	
<i>Navarin</i> , Russian battleship, 10,000 tons, 10 guns, 9,000 i.h.p., Capt. Yenish, at Nagasaki.	
<i>Nayadnik</i> , Russian cruiser, 1,334 tons, 14 guns, 1,800 i.h.p., Capt. Zarine, at Nagasaki.	
<i>Otawany</i> , Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 i.h.p., Captain Coppanoff, at Shanghai.	
<i>Petrovskiy</i> , Russian battleship, 12,000 tons, Capt. Grevalis, at Nagasaki.	
<i>Poltava</i> , Russian battleship, 10,500 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.	
<i>Rosita</i> , Russian armoured cruiser, 12,200 tons, 12 guns, 14,500 i.h.p., Capt. Demojoff, at Nagasaki.	
<i>Rovnyaynik</i> , Russian cruiser, 1,350 tons, 1,786 i.h.p., 11 guns, Capt. Kernusky, at Hongkong.	
<i>Rurik</i> , Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 i.h.p., Capt. Haupt, at Port Arthur.	
<i>Sevastopol</i> , Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Melesky, at Nagasaki.	
<i>Silatch</i> , Russian gunboat, 4 guns, 1,200 i.h.p., Capt. Barronoff, at Nagasaki.	
<i>Sissel Veliky</i> , Russian battleship, 8,800 tons, 14 guns, 8,500 i.h.p., Capt. Tansoff, at Manila.	
<i>Siouchin</i> , Russian gunboat, 950 tons, twin screw 13 guns, 1,200 i.h.p., Capt. Soubatin, at Nagasaki.	
<i>Swaborg</i> , 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.	
<i>Vladimir Monomach</i> , Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Singapore.	
<i>Vostok</i> , Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.	
<i>Vsadinik</i> , Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 i.h.p., Capt. Rogulja, at Taku.	
<i>Zabitski</i> , Russian cruiser, 1,330 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.	

(1st and 2nd class.)

<i>Delphin</i> , Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.	
<i>Forl</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Janichich</i> , Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.	
<i>Kaataki</i> , Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.	
<i>Kit</i> , Russian torpedo boat, 350 tons, Captain Kivarsky, at Shanghai.	
<i>Nargen</i> , Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.	
<i>Novorossia</i> , Russian torpedo boat, 87 tons, 4 guns, 2,500 h.p., 22 knots.	

<i>Podorski</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Sitz</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Skat</i> , Russian torpedo boat, 350 tons, Captain Siminow, at Shanghai.	
<i>Skorpion</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Sootskina</i> , Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.	
<i>Sem</i> , Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.	
<i>Sierafai</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Strauss</i> , Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.	
<i>Sungary</i> , Russian torpedo boat, 140 tons, 4 guns, 1,830 h.p., 22 knots.	

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING.)

<i>Borzo</i> , 1st class, Russian torpedo boat, 81 tons, 3 guns, 1 torp tubes 1,100 h.p., speed 12 knots.	
<i>Revel</i> , 1st class, Russian torpedo boat, 95 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.	
<i>Ussuri</i> , Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.	
Flagship of Vice-Admiral Alexieff.	
Flagship of Rear-Admiral F. V. Dubossloff.	
Flagship of Rear-Admiral Remonoff.	

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,830 tons, 8 guns,
Comdr. von Basewitz, at Saigon.

* *Fürst Bismarck*, German flagship, 11,000
tons, 36 guns, Capt. Graf Lotke, at Taku.

Geyon, German cruiser, 4,409 tons, 10 guns,
9,000 h.p., Capt. Rollmann, at Amoy.

Geier, German cruiser, 1,600 tons, 8 guns,
Capt. Bacher, at Shanghai.

*** *Hansa*, German cruiser, 6,800 tons, 30
guns, Capt. Paschen, at Woosung.

Hela, German despatch-vessel, 2,000 tons, 12
Capt. Rampold, at Woosung.

Hertha, German cruiser, 5,600 tons, 30 guns,
Capt. Dreyewsky, at Saigon.

Iliss, German gunboat, 900 tons, 10 guns,
Lieut.-Comdr. Schamer, at Canton.

Irene, German cruiser, 4,200 tons, 8 guns,
2,930 h.p., Capt. Stein, at Nagasaki.

Jaguar, German gunboat, 1,000 tons, 10 guns,
Capt. Berger, at Foochow.

Kaiserin Augusta, German cruiser, 6,331 tons,
22 guns, 14,000 h.p., Capt. Stein, at Amoy.

** *Kurfürst Friedrich Wilhelm*, German
battleship, 10,100 tons, 40 guns, Capt. von
Holzdorff, at Woosung.

Luchs, German gunboat, 850 tons, 10 guns,
Comdr. Daeharndt, at Shanghai.

Schwabe, German cruiser, 1,120 tons, 8 guns,
Comdr. Boerner, at Hankow.

Seeadler, German cruiser, 1,000 tons, 8 guns,
Comdr. Schick, at Amoy.

Tiger, German gunboat, 956 tons, 10 guns,
Comdr. von Mielstadi, at Bangkok.

Weissenburg, German battleship, 10,100 tons,
40 guns, Capt. Hofmeier, at Amoy.

Warth, German battleship, 10,100 tons, 40
guns, Capt. Borkenhagen, at Taku.

K. F. Wilhelm, German battleship, at Nagasa-
saki.

No. 90, German torpedo-boat, 320 tons, Capt.
Hoefmeier, at Shanghai.

No. 91, German torpedo-boat, 360 tons, Capt.
Lieut. Pullen, at Shanghai.

No. 92, German torpedo-boat, 320 tons, Capt.
Fluorich, at Shanghai.

* Flagship of His Excellency Vice-Admiral
Bendemann.

* Flagship of Rear-Admiral Geisler.

*** *Blücher*, Rear-Admiral Kirchhoff.